

Toll Bridge Report to the California Legislature

FY 2000–01



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Toll Authority

February 2001

Cover collage by Peter Beeler and Michele Stone

COVER COLLAGE SOURCE CREDITS

Bridge and highway images courtesy of Caltrans; transit vehicle photos courtesy of respective agencies

Toll Bridge Report to the California Legislature

FY 2000–01



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Toll Authority

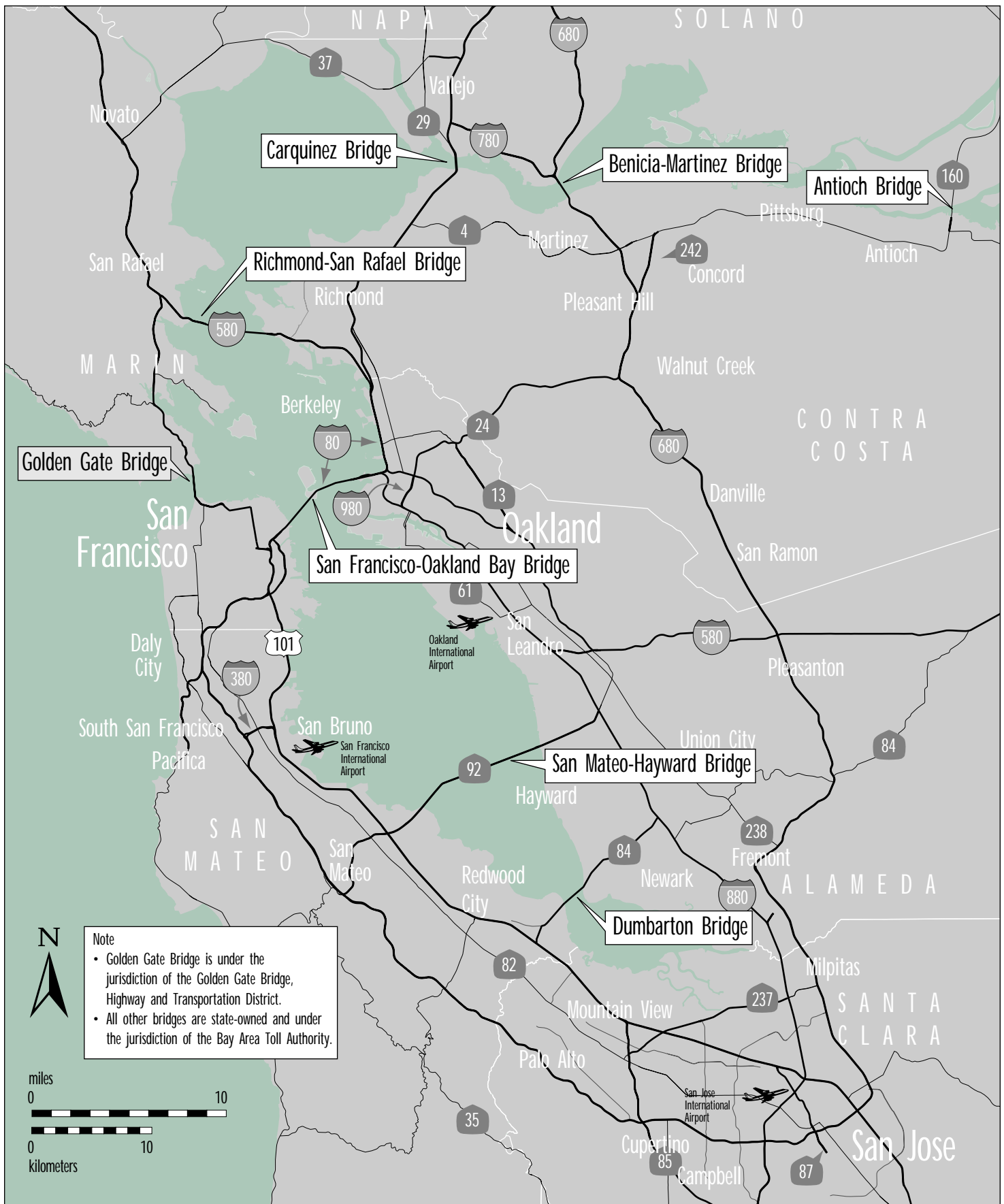
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, California 94607
TEL. 510.464.7700
TDD/TTY 510.464.7769
FAX 510.464.7848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

February 2001

Table of Contents

Introduction	1
Responsibility for the State-Owned Toll Bridges	1
BATA Capital Financing Plan	2
Toll Collection and Bridge Operations	
Bridge Tolls: Sources and Uses of Funds	5
FY 1999-2000 Toll-Paid Vehicles and Toll Bridge Revenues	6
FY 2000-01 Toll Bridge Operating Budget	7
Regional Measure 1 Toll Bridge Program and Other Capital Improvement Projects	
Regional Measure 1 Toll Bridge Program	11
Other Toll Bridge Capital Improvement Projects	11
BATA Toll Bridge Capital Budget and Allocations	12
New Benicia-Martinez Bridge	15
Carquinez Bridge Replacement	16
Richmond-San Rafael Bridge Rehabilitation	17
Richmond Parkway	18
Dumbarton Bridge West Approach	19
San Mateo-Hayward Bridge Widening	20
Interstate 880/State Route 92 Interchange Improvements	21
FasTrak™ Electronic Toll Collection System	22
MTC Toll-Funded Transit and Traffic Relief Programs	
MTC Toll-Funded Transit and Traffic Relief Programs	24
FY 2000-01 Proposed Transit and Traffic Relief Program Funding	25
AB 664 Net Toll Revenue Reserve Allocations	25
Five Percent Unrestricted State Fund Revenue Reserve Allocations	27
Two Percent Bridge Toll Revenue Capital Reserve Allocations	28
Rail Extension Reserve Allocations	29
Other Toll Bridge Projects and Related Planning Studies	
San Francisco-Oakland Bay Bridge East Span Seismic Safety Project	32
Transbay Transit Terminal Improvement Plan Study	33
San Francisco-Oakland Bay Bridge West Span Pathway Study	34
San Francisco-Oakland Bay Bridge Rail Study	35
San Francisco Bay Crossings Study	36
Appendices	
Appendix A: Toll Schedule	38
Appendix B: FY 2000-01 Capital Support and Capital Allocations for the BATA Toll Bridge Rehabilitation Program	40
Appendix C: Tables of Historic Transit Allocations	42
Appendix D: FY 1999-2000 Financial Summary	45

Figure 1 – Map of Bay Area Toll Bridges



Introduction

Given the San Francisco Bay Area's unique geography, bridges serve as critical transportation links vital to the mobility and economic health of the nine-county region.

There are eight toll bridges in the Bay Area, seven of them state-owned: the San Francisco-Oakland Bay Bridge, the San Mateo-Hayward Bridge, the Dumbarton Bridge, the Carquinez Bridge, the Benicia-Martinez Bridge, the Richmond-San Rafael Bridge, and the Antioch Bridge. The remaining toll span — the Golden Gate Bridge — falls under the jurisdiction of the Golden Gate Bridge, Highway and Transportation District.

This report to the California Legislature by the Metropolitan Transportation Commission (MTC) and the Bay Area Toll Authority (BATA) fulfills an annual requirement to document two aspects of the Bay Area's state-owned toll bridges: the financial health of the bridges, which is overseen by BATA, and the toll-funded transit capital project programming, which is MTC's responsibility.

Responsibility for the State-Owned Toll Bridges

Serving as the transportation planning, coordinating, and funding agency for the nine-county Bay Area since 1971, MTC was charged in the late 1970s with an additional role: the programming and allocation of a portion of the revenues generated from the seven state-owned bridges for transit-related purposes. These funds total approximately 20 percent of the tolls collected on the bridges, and are used primarily for rail, ferry and bus projects.

In January 1998, due to changes prompted by Senate Bill 226 (statutes 1997, chapter 328), MTC, operating as the Bay Area Toll Authority, assumed additional responsibilities previously held by the California Transportation Commission. These include programming, administration, and allocation of the base bridge toll revenues (excluding the seismic surcharge) from the state-owned toll bridges in the Bay Area.

BATA is responsible for the funding of the day-to-day operations, facility maintenance, and administration of the toll bridges from the revenues generated from the base bridge toll. Along with funding these ongoing activities, BATA also is charged with funding capital improvement and rehabilitation projects for the toll bridges, including those that are part of the Regional Measure 1 (RM 1) Toll Bridge Program. Completing the RM 1 Toll Bridge Program will fulfill a 1988 Bay Area voter mandate to deliver a number of congestion-relieving bridge projects. These projects include the widening of the San Mateo-Hayward Bridge, the replacement of the westbound 1927 portion of the Carquinez Bridge, and the construction of an additional span of the Benicia-Martinez Bridge.

As it has done since before the creation of BATA, the California Department of Transportation (Caltrans) continues to manage and staff the ongoing operations of the bridges, including toll collection, bridge maintenance, and administration. Caltrans also provides engineering staffing for the design and construction oversight of capital improvement and rehabilitation projects on the toll bridges. Bridge maintenance continues to be funded by the State Highway Account, while BATA reimburses Caltrans for the cost of most other toll bridge-related activities.

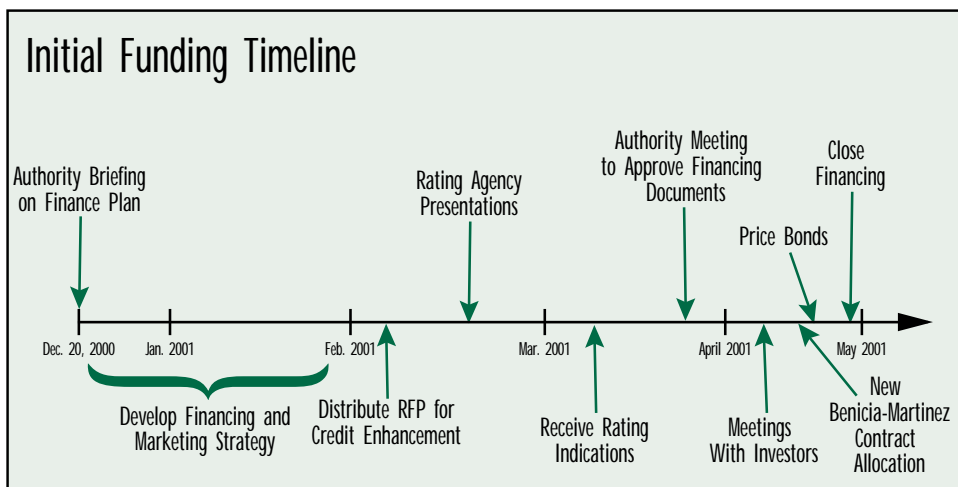
BATA Capital Financing Plan

Funding of the RM 1 capital projects at current construction schedules will require BATA to issue debt financing. Pursuant to Streets and Highways Code Section 30960, the State Treasurer's Office is the agent of sale for bond financing for the Toll Bridge Program. Acting in that capacity, the State Treasurer's Office has hired a banking team to work with BATA for the issuance of debt financing for the Toll Bridge Program. BATA staff, the State Treasurer's Office, and the banking team have developed a financing plan to fund the RM 1 capital project expenses. That financing plan was approved by the BATA on December 20, 2000.

In summary, the financing plan anticipates a series of debt issuances in the total amount of approximately \$900 million. Proceeds will be utilized to reimburse BATA for construction expenses from both of the bridge groups into which RM 1 divided the state-owned bridges: the Richmond-San Rafael, Carquinez, Benicia-Martinez, and Antioch bridges comprising the Northern Bridge Group, and the San Francisco-Oakland Bay, San Mateo-Hayward, and Dumbarton bridges comprising the Southern Bridge Group.

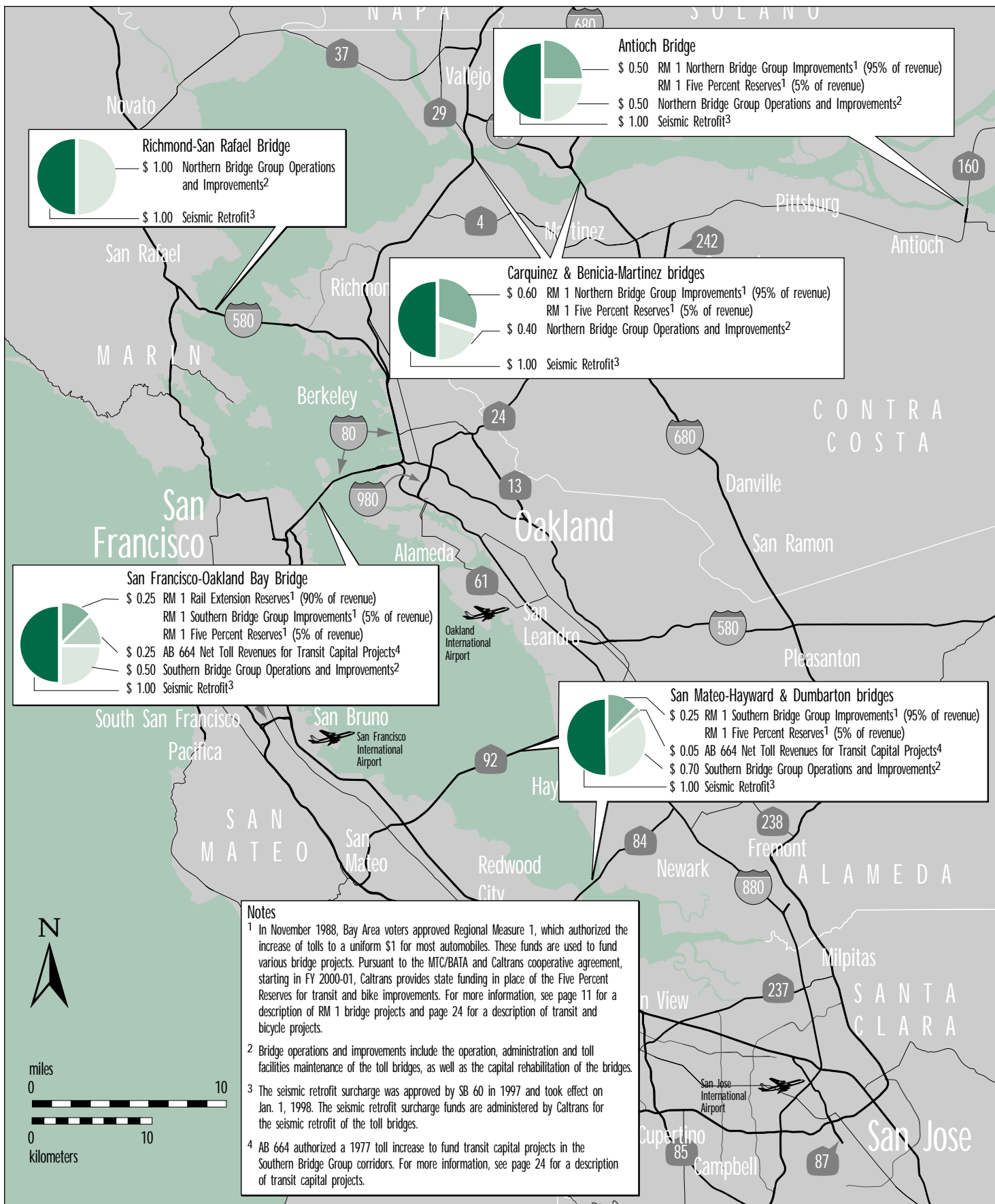
An initial borrowing of \$350 million (\$250 million for Northern Bridge Group projects and \$100 million for Southern Bridge Group projects) is proposed for issuance in April 2001. Subsequent issuances totaling approximately \$550 million (\$450 million for Northern Bridge Group projects and \$100 million for Southern Bridge Group projects) would complete the project funding. The financing plan designates all of the state-owned Bay Area bridges as an enterprise, allowing revenues received from the Southern and Northern Bridge Groups to secure the toll bridge revenue bonds. The proposed structure and size of the issuances is expected to allow for the full funding of the RM 1 projects and provide flexibility to weather unanticipated operating and capital cost risks.

An outline of the expected timeline for the initial financing is as follows:



Toll Collection and Bridge Operations

Figure 2 - Breakdown of the Use of a Typical \$2 Toll

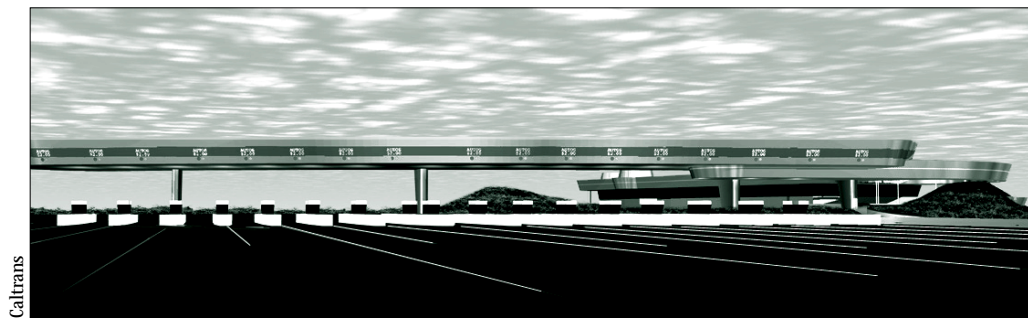


Bridge Tolls: Sources and Uses of Funds

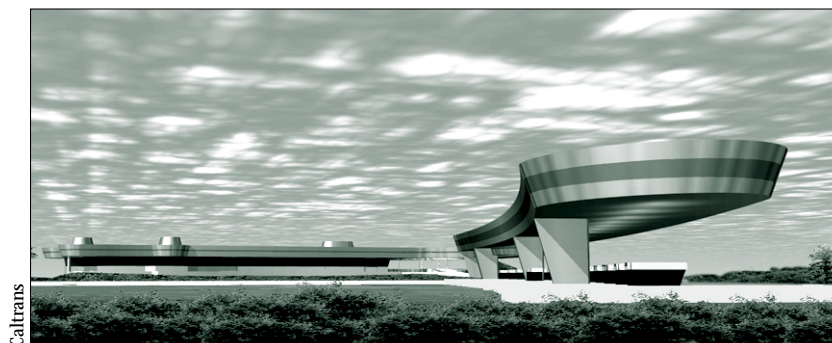
Tolls are collected in one direction on each of the state-owned toll bridges according to a toll schedule adopted by BATA and the Legislature (see Appendix A). For the typical automobile, a \$2 toll is collected — \$1 for the base toll and \$1 for the seismic retrofit of the toll bridges. Heavier, multiaxle vehicles pay a higher base toll as determined by the toll schedule. Pursuant to Senate Bill 60 (Statutes 1997, Chapter 327) and initiated by Caltrans on Jan. 1, 1998, the seismic surcharge is \$1 for all vehicles and is scheduled to expire in 2008.

The base toll revenue, administered by BATA, is used to reimburse Caltrans for the ongoing operation of the bridges and for capital improvement projects on the bridges, their approaches, and associated facilities. A portion of the base toll also is used to fund various transit and traffic-relief capital projects in the bridge corridors. The toll revenue figures covered in this report are those funds generated by the base toll. The revenues generated from the \$1 seismic retrofit surcharge are administered by Caltrans and are not included in this report.

Figure 2 on the previous page identifies each of the state-owned toll bridges and the distribution of the current \$2 two-axle automobile toll for each of the bridges.



Simulation of the new toll plaza building for the new Benicia-Martinez Bridge, looking north.



Simulation of the new toll plaza, looking east.

FY 1999–2000 Toll-Paid Vehicles and Toll Bridge Revenues

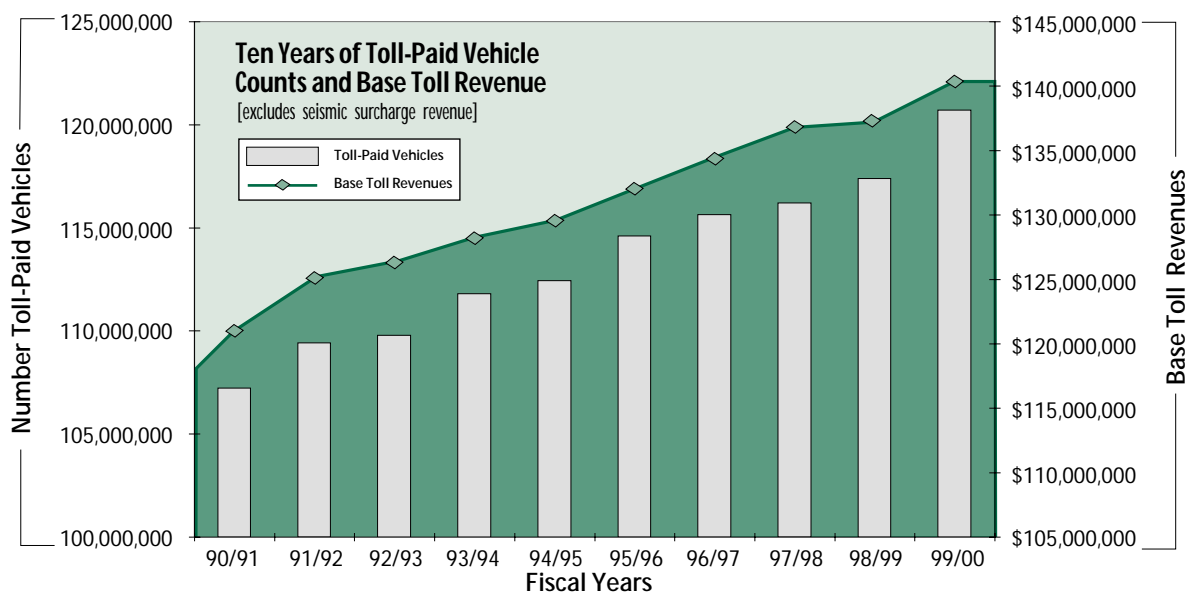
Summaries of the number of toll-paid vehicles and the amount of toll revenues generated by the base toll, including other revenues as reported in the bridge financial audit, are shown below for the last two fiscal years. Additional vehicle and revenue information for each bridge for FY 1999-2000 is included in the independent audit attached to this report as Appendix D.

Increases in the number of toll-paid vehicles and base toll revenues collected varied from bridge to bridge from FY 1998–99 to FY 1999–2000. Variations can be attributed to a number of causes, including constraints in capacity, changes in truck traffic, increases in the use of toll-free high-occupancy-vehicle lanes, changes in commute book use, weather, and changes in travel patterns.

Table 1 – Toll-Paid Vehicles and Base Toll Revenues for FY 1998–99 and FY 1999–2000 (excludes seismic surcharge revenues)

	Toll-Paid Vehicles FY 1998–99	Toll-Paid Vehicles FY 1999–2000	Change in Toll-Paid Vehicles	Base Toll Revenues FY 1998–99	Base Toll Revenues FY 1999–2000	Change in Base Toll Revenues
Southern Bridge Group						
San Francisco-Oakland Bay	44,533,697	44,855,956	0.7%	\$48,415,525	\$48,886,379	1.0%
San Mateo-Hayward	13,955,433	14,409,281	3.3%	\$16,595,026	\$17,089,090	3.0%
Dumbarton	9,793,520	10,399,814	6.2%	\$10,298,605	\$11,059,001	7.4%
Subtotal	68,282,650	69,665,051	2.0%	\$75,309,156	\$77,034,470	2.3%
Northern Bridge Group						
Carquinez	19,651,975	20,461,648	4.1%	\$24,916,268	\$26,084,694	4.7%
Benicia-Martinez	16,493,049	16,813,906	1.9%	\$20,197,365	\$20,406,117	1.0%
Richmond-San Rafael	11,200,739	11,841,371	5.7%	\$13,596,722	\$14,271,845	5.0%
Antioch	1,757,864	1,909,697	8.6%	\$2,778,285	\$2,937,557	5.7%
Subtotal	49,103,627	51,026,622	3.9%	\$61,488,640	\$63,700,213	3.6%
Total	117,386,277	120,691,673	2.8%	\$136,797,796	\$140,734,683	2.9%

Source: FY 1998-99 and 1999-2000 Toll Bridge Fund Audits



FY 2000–01 Toll Bridge Operating Budget

BATA adopts an annual Toll Bridge Operations Budget for each year's operating expenditures. The adopted budget establishes the basis for reimbursement to Caltrans for work performed on the bridges, and to MTC for transfers of designated toll funds for transit and traffic-relief programs. This budget is incorporated into Caltrans' state budget as reimbursed work authority. The FY 2000-01 Toll Bridge Program Operating Budget was adopted in BATA Resolution No. 28 on June 28, 2000.

Base toll revenues generated from the bridges are used first to cover the ongoing operations, toll facilities maintenance and administration of the bridges. Remaining toll revenues are used to fund capital improvements to the bridges and transit capital projects that serve the bridge corridors. The State Highway Account continues to fund bridge maintenance activities.

The following table compares the FY 2000-01 Toll Bridge Program Operating Budget with actual expenses from FY 1999-2000.

Table 2 - FY 2000-01 Toll Bridge Operating Budget and FY 1999–2000 Toll Bridge Operating Actual Expenses

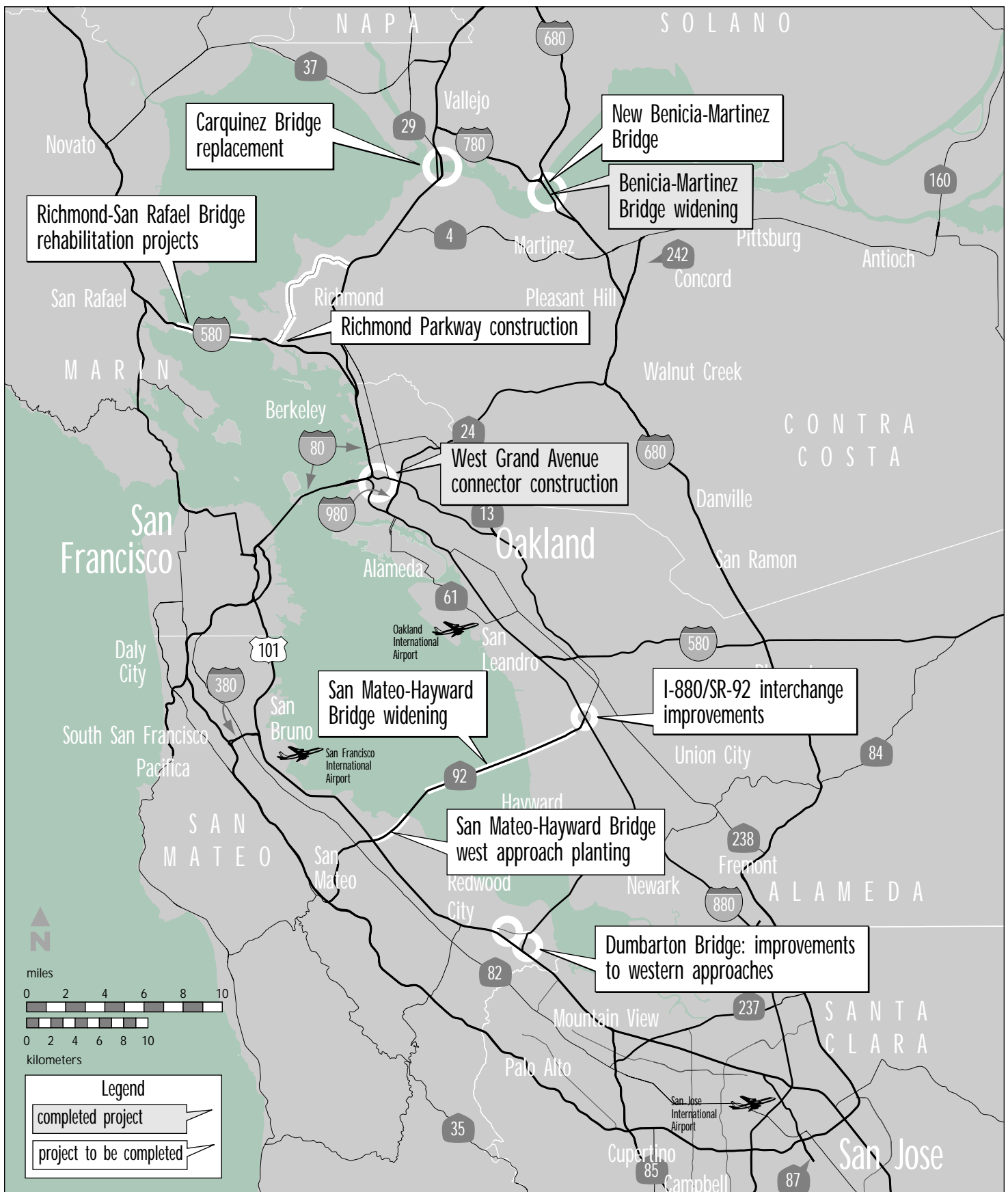
	Northern Bridge Group			Southern Bridge Group			Total		
	1999-2000	2000-2001	% Change	1999-2000	2000-2001	% Change	1999-2000	2000-2001	% Change
	Actual	Budget		Actual	Budget		Actual	Budget	
Revenues									
Base Toll Revenues	\$ 63,700,213	\$ 61,400,000	-4%	\$ 77,034,470	\$ 75,913,000	-1%	\$ 140,734,683	\$ 137,313,000	-2%
Interest Income	21,298,692	8,580,000	-60%	15,385,128	6,420,000	-58%	36,683,820	15,000,000	-59% ^a
Other Income and Revenues	7,535	—		1,699,628	1,020,000	-40%	1,707,163	1,020,000	-40% ^b
Total Revenues	\$ 85,006,440	\$ 69,980,000	-18%	\$ 94,119,226	\$ 83,353,000	-11%	\$ 179,125,666	\$ 153,333,000	-14%
Expenses and Transfers									
Bridge Operations	\$ 9,868,916	\$ 10,150,735	3%	\$ 11,414,170	\$ 11,660,413	2%	\$ 21,283,086	\$ 21,811,148	2%
Toll Facilities Maintenance	338,495	550,769	63%	923,711	1,381,105	50%	1,262,206	1,931,874	53% ^c
Bridge Tow Services	1,255,528	1,350,000	8%	4,282,024	4,650,000	9%	5,537,552	6,000,000	8%
Caltrans Administration and Planning	1,517,768	1,343,546	-11%	1,748,250	1,967,083	13%	3,266,018	3,310,629	1%
Transbay Terminal Operations and Maintenance	—	—		3,288,019	2,953,335	-10%	3,288,019	2,953,335	-10%
Subtotal Caltrans FY Operating Expenses	\$ 12,980,707	\$ 13,395,050	3%	\$ 21,656,174	\$ 22,611,936	4%	\$ 34,636,881	\$ 36,006,986	4%
Restatement of Maintenance A - Receivable	(690,405)	—		(3,389,158)	—		(4,079,563)	—	
Net FY Caltrans Operating Expenses	\$ 12,290,302	\$ 13,395,050	9%	\$ 18,267,016	\$ 22,611,936	24%	\$ 30,557,318	\$ 36,006,986	18%^d
BATA Administration Transfer	\$ 720,007	\$ 654,000	-9%	\$ 705,612	\$ 819,130	16%	\$ 1,425,619	\$ 1,473,130	3%
Other Planning	—	—		1,999,628	\$ 1,020,000	-49%	1,999,628	\$ 1,020,000	-49% ^e
MTC Toll-Funded Transit Program Transfers									
AB 664 Net Toll Revenue Reserves	—	—		11,267,829	12,477,638	11%	11,267,829	12,477,638	11%
Rail Extension Reserves	—	—		10,127,030	9,873,379	-3%	10,127,030	9,873,379	-3%
Five and Two Percent Bridge Toll Revenue Reserves	1,335,154	1,355,720	2%	1,059,745	1,006,721	-5%	2,394,899	2,362,441	-1%
Subtotal BATA to MTC Transfers	\$ 2,055,161	\$ 2,009,720	-2%	\$ 25,159,844	\$ 25,196,868	0%	\$ 27,215,005	\$ 27,206,588	0%
Subtotal Expenses and MTC Transfers	\$ 14,345,463	\$ 15,404,770	7%	\$ 43,426,860	\$ 47,808,804	10%	\$ 57,772,323	\$ 63,213,574	9%
Transfers to (from) BATA Project Reserves^f	\$ 70,660,977	\$ 54,575,230	-23%	\$ 50,692,366	\$ 35,544,196	-30%	\$ 121,353,343	\$ 90,119,426	-26%
Total Expenses and Transfers	\$ 85,006,440	\$ 69,980,000	-18%	\$ 94,119,226	\$ 83,353,000	-11%	\$ 179,125,666	\$ 153,333,000	-14%

Footnotes:

- a) Interest income was budgeted for a decrease as project reserves are drawn down by capital expenses.
- b) Other income and revenue are non-operating revenues and non-recurring transfers of funds from other agencies for special projects.
- c) The FY 2000-01 Operating Budget for maintenance was increased to fund BATA's portion of structural inspections performed by Caltrans.
- d) The operating expenses, as reported in the FY 2000 audit in appendix D, are net of adjustments for Maintenance A receivables.
- e) Other planning expenses are special planning studies that are budgeted annually on a per project basis and are not recurring.
- f) Capital expenses associated with the ETC project and other capital improvement projects are reported as a part of the BATA Toll Bridge capital budget on page 11.

Regional Measure I Toll Bridge Program and Other Capital Improvement Projects

Figure 3- Map of Regional Measure 1 Toll Bridge Projects



Regional Measure 1 Toll Bridge Program

In November 1988, Bay Area voters approved Regional Measure 1 (RM 1), and authorized a standard auto toll of \$1 for all seven state-owned Bay Area toll bridges. The additional revenues generated by the toll increase were identified for use for certain highway and bridge improvements, public transit rail extensions, and other projects that reduce congestion on the bridges.

This section reports on the highway and bridge improvements identified by RM 1. Transit and traffic relief programs, also identified by RM 1, are covered in the next section. RM 1 identified nine specific bridge and highway improvement projects as eligible for funding from the toll increase. The projects identified by RM 1 and their status are depicted in Figure 3 on the facing page and can be itemized as follows:

Northern Bridge Group Projects:

- Widening of the existing Benicia-Martinez Bridge (completed)
- Construction of a new bridge parallel to the existing Benicia-Martinez Bridge (under construction)
- Replacement of the existing western span of the Carquinez Bridge (under construction)
- Major rehabilitation of the existing Richmond-San Rafael Bridge
 - ♦ trestle and fender rehabilitation (under construction)
 - ♦ deck replacement (under environmental review)
- Richmond Parkway (near completion)

Southern Bridge Group Projects:

- Construction of the West Grand Avenue connector to the San Francisco-Oakland Bay Bridge (completed)
- Improvements to the western approaches to the Dumbarton Bridge
 - ♦ US 101/University Avenue interchange reconstruction (completed)
 - ♦ State Route 84 (Bayfront Expressway) widening (in design)
- Widening of the existing San Mateo-Hayward Bridge and approaches to six lanes (under construction).
- Improvement of the Interstate 880/State Route 92 interchange (under environmental review).

Additional project descriptions and updates of the to-be-completed projects are summarized on the following pages.

The total escalated cost of the RM 1 projects is \$1.5 billion. The cost of the projects is based on estimates provided by Caltrans that have been escalated 3.5 percent for inflation through the midpoint of construction. Table 3 on the next page shows the total BATA project budgets and Figure 4 on page 14 summarizes the currently anticipated construction schedule for the RM 1 toll bridge projects that are under construction or in design.

Other Toll Bridge Capital Improvement Projects

Along with the RM 1 Toll Bridge Program, BATA funds a number of other capital rehabilitation and operational improvement projects on the toll bridges and their approaches. BATA has worked closely with Caltrans to plan and program the use of toll revenues to fund these projects, which are designed to maintain and ensure the long-term safe operation of the toll bridges and associated toll facilities. These projects include the rehabilitation of pavements and ship-collision protection fender systems, as well as the rehabilitation of toll collection and maintenance facilities. A detailed listing of toll fund allocations made to bridge rehabilitation projects for FY 2000-01 is attached as Appendix B.

Also funded by BATA from toll revenues, the electronic toll collection (ETC) system, or FasTrak™, and the related advanced toll collection and accounting system (ATCAS), were recent capital improvement projects implemented by Caltrans on the bridges. FasTrak™ is now in operation on at least one toll booth at each of the state-owned toll bridges, and will be expanded to additional toll collection lanes by the end of 2001. See page 22 for more information on FasTrak™.

BATA Toll Bridge Capital Budget and Allocations

BATA has adopted a multiyear capital improvement program for the toll bridges, including both the Regional Measure 1 Toll Bridge Program and the Rehabilitation and Operational Improvement Program.

Capital allocations place restrictions on the fund reserves held by BATA for the multiyear costs of support, construction, and right-of-way activities. Allocations for construction are made in full prior to the award of any construction contract. After the allocation of funds, project sponsors may begin to post expenses for eligible costs.

Over the last two fiscal years, capital allocations have steadily increased as several major RM 1 contracts were awarded, including the Carquinez Bridge replacement span and the San Mateo-Hayward Bridge widening. Significant allocations are expected over the next several fiscal years as other capital contracts, including the new Benicia-Martinez Bridge, are awarded.

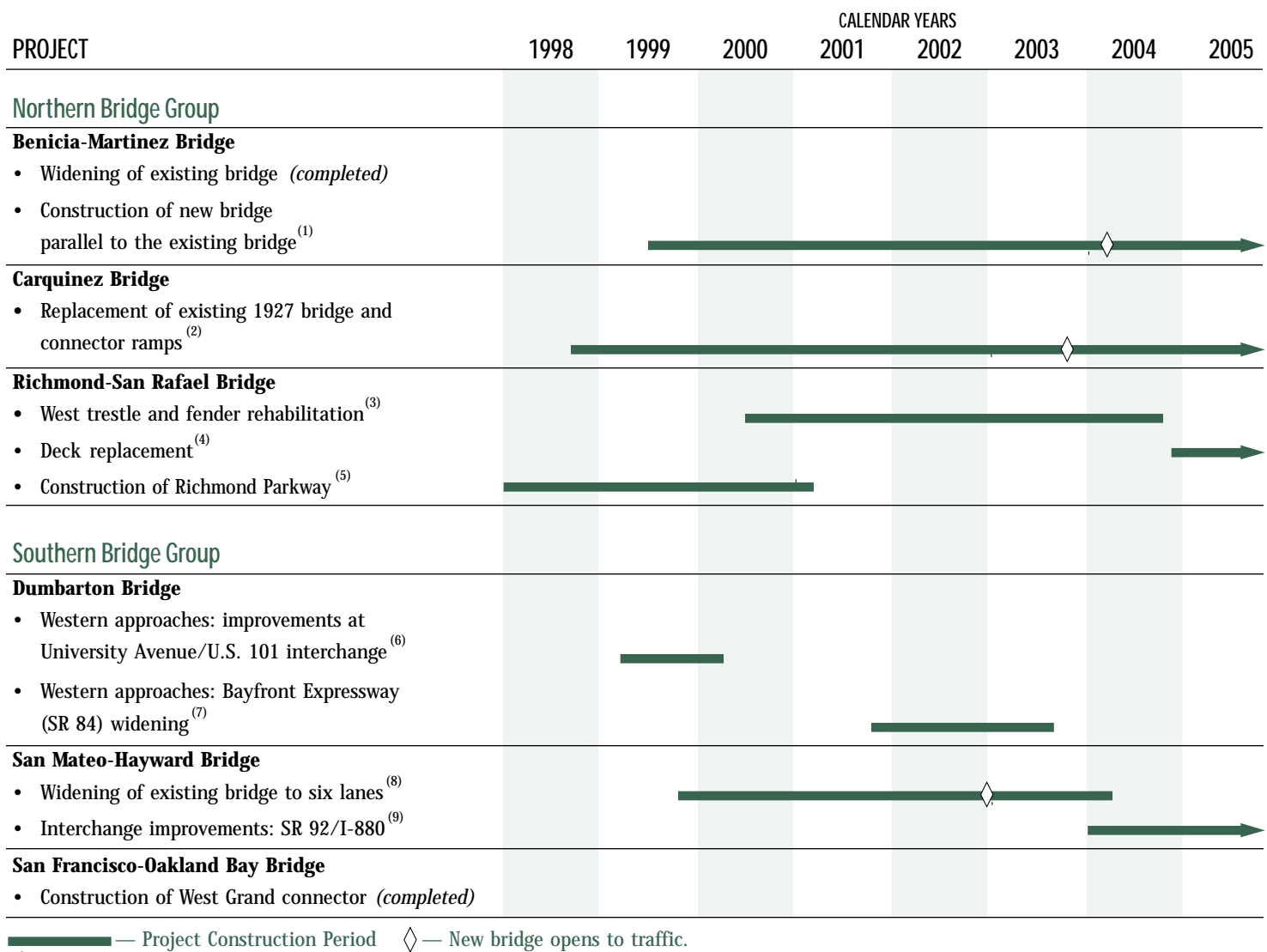
Table 3 below provides a summary of the budgets and allocations for the various toll bridge capital programs and projects.

Table 3 – BATA Capital Toll Bridge Program Allocation Schedule

	Current Project Budgets			Actual	
	Total Fiscal Year 1999-2008	BATA Budget	Other Non-BATA Funding	Fiscal Year 1998-1999	Fiscal Year 1999-2000
Regional Measure 1 Program					
Northern Bridge Group					
New Benicia-Martinez Bridge	\$ 585,964,648	\$ 554,952,629	\$ 31,012,019	\$ 30,502,686	\$ 12,741,564
Carquinez Bridge Replacement	433,181,104	433,181,104	—	234,674,932	21,079,292
Richmond Parkway	5,897,181	5,897,181	—	—	5,897,181
Richmond-San Rafael Bridge Trestle Rehab.	35,374,804	741,717	34,633,087	—	—
Richmond-San Rafael Bridge Deck Rehab.	53,435,729	49,468,816	3,966,913	—	—
Northern Bridge Group - Subtotal	\$1,113,853,467	\$1,044,241,448	\$ 69,612,019	\$265,177,618	\$ 39,718,037
Southern Bridge Group					
San Mateo-Hayward Bridge Widening	\$ 203,560,566	\$ 203,560,566	—	\$ 4,500,000	\$ 158,844,749
Western Approach Planting	395,043	395,043	—	—	—
I-880/SR-92 Interchange Improvements	134,180,533	124,180,533	\$ 10,000,000	1,972,686	3,523,091
Bayfront Expressway (SR-84) Widening	33,774,593	33,774,593	—	1,005,040	2,204,159
US-101/University Ave. Interchange Improvements	3,800,000	3,800,000	—	3,800,000	—
Southern Bridge Group - Subtotal	\$ 375,710,734	\$ 365,710,734	\$ 10,000,000	\$ 11,277,726	\$ 164,571,999
Regional Measure 1 Program - Total	\$ 1,489,564,201	\$1,409,952,182	\$ 79,612,019	\$ 276,455,344	\$ 204,290,036
Other Capital Projects					
Regional Measure 1 Project Monitoring Program	\$ 7,790,500			—	—
Rehabilitation and Operational Improvement Projects	190,647,670			\$ 10,113,146	\$ 15,106,000
Electronic Toll Collection Project	56,142,056			—	20,066,000
Other Capital Projects - Total	\$ 254,580,226			\$ 10,113,146	\$ 35,172,000

Current Project Allocation Schedules								
Projected								Unallocated BATA Project Contingency
Fiscal Year 2000-2001	Fiscal Year 2001-2002	Fiscal Year 2002-2003	Fiscal Year 2003-2004	Fiscal Year 2004-2005	Fiscal Year 2005-2006	Fiscal Year 2006-2007	Fiscal Year 2007-2008	
\$ 282,781,731	\$ 150,412,000	—	\$ 18,876,000	—	\$ 2,752,000	—	—	\$ 56,886,648
136,826,765	—	—	18,800,000	—	—	—	—	21,800,115
—	—	—	—	—	—	—	—	—
741,717	—	—	—	—	—	—	—	—
1,433,087	—	—	36,600,000	—	—	—	—	11,435,729
\$ 421,783,300	\$ 150,412,000	—	\$ 74,276,000	—	\$ 2,752,000	—	—	\$ 90,122,493
\$ 16,094,020	—	—	—	—	—	—	—	\$ 24,121,797
—	—	—	\$ 60,000	\$ 240,000	—	—	—	95,043
14,864,223	—	—	78,740,000	—	—	—	—	25,080,533
27,240,801	—	—	—	—	—	—	—	3,324,593
—	—	—	—	—	—	—	—	—
\$ 58,199,044	—	—	\$ 78,800,000	\$ 240,000	—	—	—	\$ 52,621,965
\$ 479,982,344	\$ 150,412,000	—	\$ 153,076,000	\$ 240,000	\$ 2,752,000	—	—	\$ 142,744,457
\$ 1,607,925	\$ 1,236,515	\$ 1,236,515	\$ 1,236,515	\$ 1,236,515	\$ 1,236,515	—	—	
28,180,524	28,711,000	26,716,000	15,651,000	15,699,000	16,249,000	16,817,000	17,405,000	
36,076,056	—	—	—	—	—	—	—	
\$ 65,864,505	\$ 29,947,515	\$ 27,952,515	\$ 16,887,515	\$ 16,935,515	\$ 17,485,515	\$ 16,817,000	\$ 17,405,000	

Figure 4 - Summary of RM 1 Project Construction Schedule



Notes

- (1) The new bridge is scheduled to be opened to traffic in April 2004; however, modification of the existing bridge and mitigation and landscaping will take continue June 2009.
- (2) The replacement bridge is scheduled to be opened to traffic in September 2003; however, demolition of the existing 1927 Carquinez Bridge and mitigation activities will take until March 2006.
- (3) The west trestle and fender rehabilitation of the bridge is scheduled to be completed in September 2004. The bridge will remain open during construction but temporary lane closures will be necessary.
- (4) To avoid potential construction access conflicts, this project has been scheduled to go to construction after the trestle rehabilitation and retrofit project.
- (5) The Richmond Parkway is open to traffic at this time; however, a short segment of Canal Boulevard remains to be realigned.
- (6) The interchange improvement was completed in April 2000.
- (7) The expressway widening is scheduled to be completed by October 2003.
- (8) The new trestle section is scheduled to be opened to traffic in January 2003. Environmental mitigation and landscaping will take until April 2004. West approach replacement planting project is scheduled to begin in May 2006 and to end in May 2008.
- (9) The interchange reconstruction is scheduled to be completed by December 2006.

New Benicia-Martinez Bridge

Project Sponsor: Caltrans

Project Description:

The existing Benicia-Martinez Bridge provides Interstate 680 access across the Carquinez Strait between Contra Costa and Solano counties. This project will construct a new parallel Benicia-Martinez Bridge east of the existing span that will include the following features:

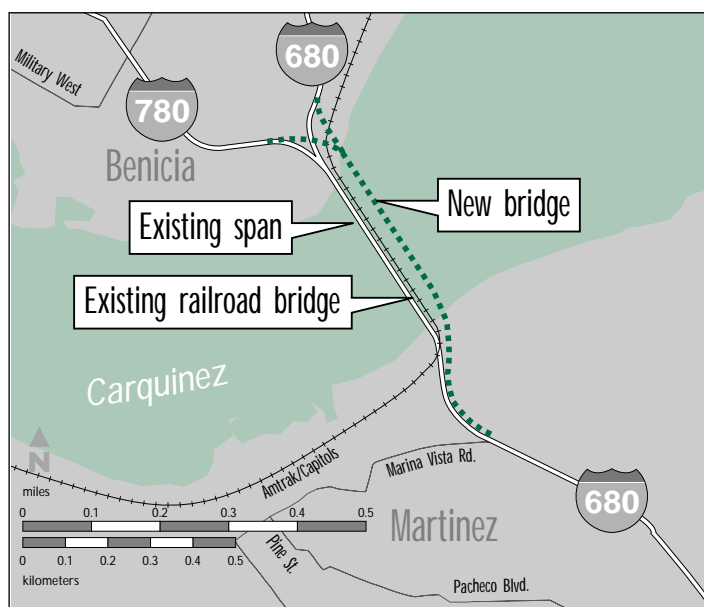
- five northbound lanes on the new bridge (four mixed-flow lanes and one slow-vehicle lane), which will allow conversion of the existing bridge to southbound traffic only, with four lanes and a new bicycle/pedestrian lane;
- construction of a new toll plaza south of the new bridge in Contra Costa County with 17 toll booths, including two high-occupancy-vehicle (HOV) bypass lanes;

Current Progress:

- Moccoco Hill, near the Interstate 680/Marina Vista Road interchange, has been graded in preparation for the new toll plaza to be built on the site.
- Plans, specifications, and estimates for the new bridge, the I-680/I-780 interchange, the I-680/Marina Vista Road interchange, and the new toll plaza are near completion.
- Caltrans expects to advertise the new bridge contract in February 2001. The remaining major contracts will be advertised later in 2001. The new bridge is scheduled to be opened to traffic in April 2004.
- In light of escalating construction costs, BATA is currently evaluating the project estimate to verify the adequacy of the project budget. BATA action on the findings from this study is due in March 2001.

Project Description	Construction Begins	Construction Ends	Current BATA Project Budget (in millions)
NEW BENICIA-MARTINEZ BRIDGE			\$555.0
New bridge	Jun-01	Apr-04	\$274.1
Toll plaza & administration building	Sep-01	Feb-03	29.1
I-680/Marina Vista interchange	Oct-01	Mar-04	61.4
I-680/I-780 interchange	Sep-01	Jul-04	80.3
South approach	Jul-99	Jan-02	18.0
Other contracts			35.2
Project contingency			56.9

The new bridge is scheduled to be opened to traffic in April 2004.



Grading operations at Moccoco Hill



Proposed structure — aerial view looking west

Carquinez Bridge Replacement

Project Sponsor: Caltrans

Project Description:

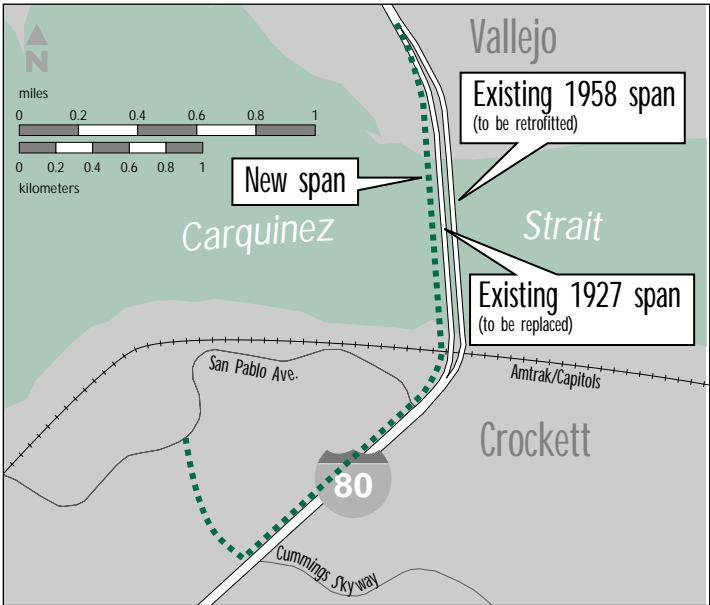
The existing Carquinez Bridge carries Interstate 80 traffic between the cities of Vallejo and Crockett on two separate bridges: the 1927 bridge for westbound traffic and the 1958 bridge for eastbound traffic. While the 1958 bridge is being strengthened under Caltrans’ seismic retrofit program, the 1927 bridge has been identified as being seismically deficient and will be replaced under the RM 1 program. The Carquinez Bridge replacement project will construct a new suspension bridge west of the existing bridges. The existing 1927 bridge will be demolished after the completion of this project. The new bridge will carry four westbound lanes plus a new bicycle/pedestrian pathway.

Current Progress:

- Construction work on the main span and north approach is proceeding, with current activity centered on a large retaining wall structure along the north approach and the installation of foundations for the bridge towers. The replacement bridge contract has experienced significant delays due to unanticipated underwater obstructions and poor soil conditions. Both Caltrans and the contractor are working to mitigate the problems and determine the revised project schedule.
- Construction began on the Crockett interchange and south approach contract in December 2000.

Project Description	Construction Begins	Construction Ends	Current BATA Project Budget (in millions)
REPLACEMENT CARQUINEZ BRIDGE			\$433.2
Replacement bridge and north approach	Jan-00	Mar-04	\$227.7
South approach and interchange	Dec-00	May-03	143.6
Maintenance facility	Jul-99	Jun-02	12.0
1927 bridge demolition	Aug-03	Mar-05	18.0
Other contracts			18.0
Project contingency			13.9

The new bridge is scheduled to be opened to traffic in Sept. 2003.



Construction at the south tower foundation.



Proposed structure — aerial view looking north

Richmond-San Rafael Bridge Rehabilitation

Project Sponsor: Caltrans

Project Description:

Completed in 1956, the Richmond-San Rafael Bridge provides access — via Interstate 580 — across the San Francisco Bay between Marin and Contra Costa counties. Rehabilitation of the bridge as specified in RM 1 includes two major projects:

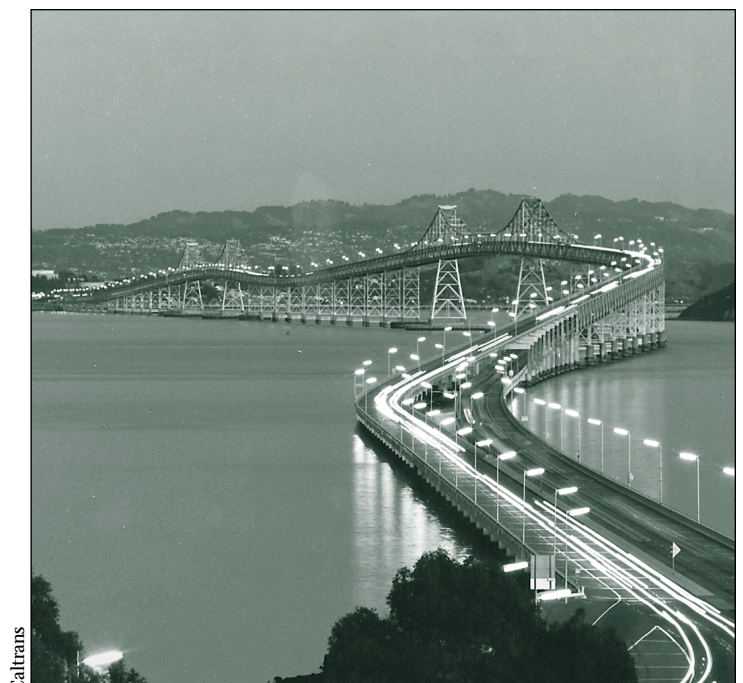
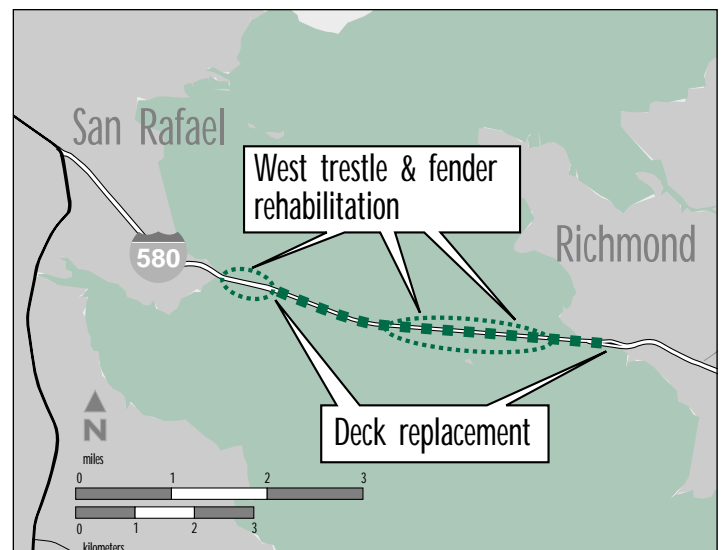
- (A) The first project will rehabilitate the western trestle (low-rise) section of the bridge near San Rafael and the ship collision protection fender system at various bridge piers. This rehabilitation work is being combined with a seismic retrofit project already scheduled for the bridge.
- (B) The second project will replace the existing concrete deck on the bridge. The cast-in-place concrete riding surface, or deck, has been worn over time due to traffic and exposure to the marine environment. This project will follow the completion of the rehabilitation project to avoid possible construction conflicts.

Current Progress:

- (A) The west trestle and fender rehabilitation contract was awarded in December 2000 as part of the larger Richmond-San Rafael Bridge seismic retrofit contract. The level of BATA funding for this work has been significantly reduced as a result of various cooperative agreements between MTC, BATA, and Caltrans.
- (B) Design work on the deck replacement contract has been postponed until work on the Richmond-San Rafael Bridge seismic retrofit contract has progressed far enough to avoid any potential construction conflicts.

Project Description	Construction Begins	Construction Ends	Current BATA Project Budget (in millions)
RICHMOND-SAN RAFAEL BRIDGE REHABILITATION			\$50.1
(A) West trestle and fender rehabilitation	Dec-00	Sep-04	\$ 0.7
(B) Deck replacement	Nov-04	Sep-06	38.0
Project contingency			11.4

The bridge will remain open during construction.



Existing Richmond-San Rafael Bridge

Richmond Parkway

Project Sponsor: City of Richmond

Project Description:

RM 1 specified the construction of a new eastern approach to the Richmond-San Rafael Bridge from Interstate 80 near the city of Pinole. This eastern approach is known as the Richmond Parkway.

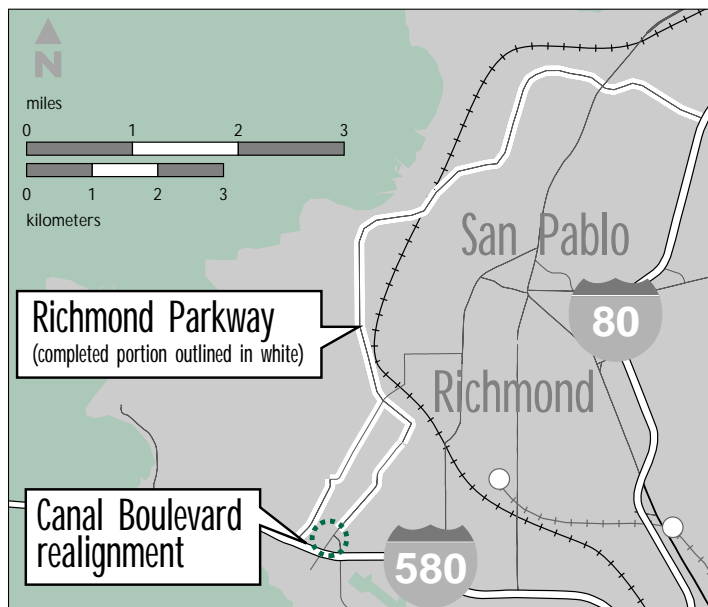
Though largely completed and opened to traffic in the fall of 1996, one remaining portion of the parkway remains to be completed — a segment near the Interstate 580/Canal Boulevard interchange. This project would realign Canal and Garrard boulevards to improve access to the interchange.

The City of Richmond, the Contra Costa Transportation Authority (CCTA), and BATA have entered into a Memorandum of Understanding for the completion of the Richmond Parkway project. Through this agreement, CCTA has supported the allocation of State Transportation Improvement Program funds for the last segment of the Richmond Parkway. BATA continues to support the project with toll funds. A total of \$58.8 million in toll funds has been allocated to various phases of the project. The current portion of this allocation to the project is \$5.9 million.

Current Progress:

- The final project segment (Canal Boulevard realignment) is scheduled to be completed in March 2001.

Project Description	Construction Begins	Construction Ends	Current BATA Project Budget (in millions)
RICHMOND PARKWAY			\$5.9
Construction of Richmond Parkway	Oct-92	Mar-01	\$5.9
<i>The parkway will remain open during construction.</i>			



Dumbarton Bridge West Approach

Project Sponsors:

City of East Palo Alto and Caltrans

Project Description:

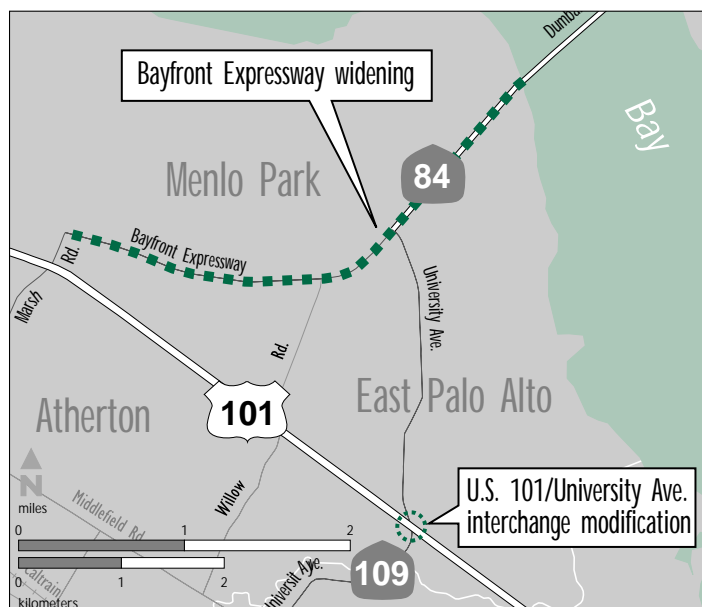
RM 1 identified the need for improvements to the western approaches to the Dumbarton Bridge. Through coordination with the City/County Association of Governments of San Mateo County, two projects were identified for toll bridge funding:

- (A) The first project, sponsored by the City of East Palo Alto, modifies the U.S. Highway 101/University Avenue interchange. This project is designed to help alleviate traffic congestion and improve overall traffic flow to University Avenue and the Dumbarton Bridge.
- (B) The second project, sponsored by Caltrans, widens the Bayfront Expressway (State Route 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange. The existing six-lane expressway section from the bridge to University Avenue will be reconstructed with upgraded shoulders and lane widths. The existing expressway section from University Avenue to Marsh Road will be widened from four to six lanes.

Current Progress:

- (A) The U.S. Highway 101/University Avenue interchange modification project was completed by the city of East Palo Alto in April 2000.
- (B) The Bayfront Expressway widening project is proceeding through the environmental permitting and right-of-way certification process. Caltrans expects this project to be advertised for construction in June 2001.

Project Description	Construction Begins	Construction Ends	Current BATA Project Budget (in millions)
DUMBARTON BRIDGE: WESTERN APPROACH IMPROVEMENTS			\$37.6
(A) US 101/University Ave. interchange modification (completed)	Mar-99	Apr-00	\$ 3.8
(B) Bayfront Expressway (SR 84) widening	Oct-01	Oct-03	30.5
Project contingency			3.3
<i>The bridge approaches will remain open during construction.</i>			



San Mateo-Hayward Bridge Widening

Project Sponsor: Caltrans

Project Description:

(A) In 1996, the western approach to the San Mateo-Hayward Bridge from U.S. Highway 101 was widened from four to six lanes to match the configuration of the high-rise section of the bridge. The current project will complete the widening work in this corridor along the trestle section of the bridge and its eastern approach to Interstate 880.

The project includes the following features:

- widening of the low-rise trestle and eastern approach from I-880 from four to six lanes with shoulders;
- extension of the existing westbound high-occupancy-vehicle lane one mile west along the eastern approach from Interstate 880;
- construction of a new pedestrian/bicycle overcrossing of State Route 92; and
- expansion of the existing toll plaza.

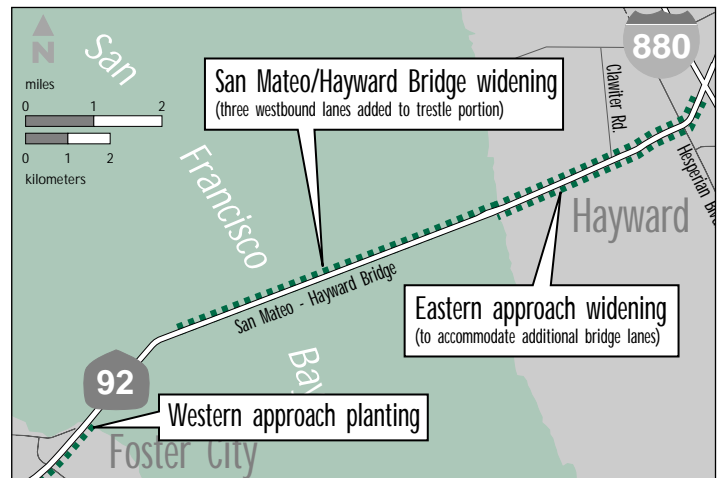
(B) As a separate project, Caltrans will be replacing the landscaping along the western approach to the bridge, which was widened to six lanes in the early 1980s.

Current Progress:

- Construction to widen both the bridge and the eastern bridge approach is ongoing. Current work on the bridge includes concurrent pile driving, pile cap installation, and bridge deck installation activities. Caltrans expects the eastern bridge approach to be completed by mid-2001 and the bridge widening to be completed by the end of 2002.
- A contract to extend the toll plaza was advertised in December 2000 and is expected to be awarded in February 2001. The plaza expansion adds two new toll booths to the bridge.

Project Description	Construction Begins	Construction Ends	Current BATA Project Budget (in millions)
SAN MATEO-HAYWARD BRIDGE/ STATE ROUTE 92 WIDENING			\$204.0
(A) Widen trestle	Nov-99	Jan-02	\$132.6
Construct mini toll plaza	Apr-01	Nov-02	\$5.0
Widen eastern approach	Apr-00	May-01	\$31.3
Other contracts			15.0
Project contingency			19.7
(B) West approach replacement planting	May-06	May-08	\$0.4

The new trestle is scheduled to be opened to traffic in January 2003.



Overhead view of new deck under construction



Deck pour operation

Interstate 880/State Route 92 Interchange Improvements

Project Sponsor: Caltrans

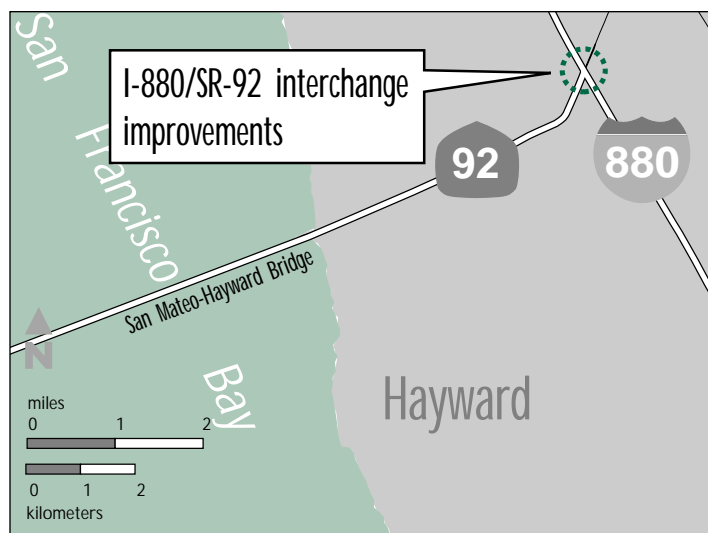
Project Description:

As part of an effort to improve traffic flow and to relieve congestion on the San Mateo-Hayward Bridge and its approaches, RM 1 identified the need to reconstruct the Interstate 880/State Route 92 interchange. The project proposes to modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations. Various alternatives are under consideration and are being assessed as part of the ongoing environmental review process.

Current Progress:

- Caltrans is currently in the process of completing the Supplemental Draft Environmental Impact Report and Statement (EIR/S). The final EIR/S is anticipated to be issued in January 2002.
- Construction is scheduled to begin in December 2003 and to be completed in December 2006.

Project Description	Construction Begins	Construction Ends	Current BATA Project Budget (in millions)
INTERSTATE 880/STATE ROUTE 92 INTERCHANGE IMPROVEMENTS			\$124.2
Reconstruct I-880/SR-92 interchange	Dec-03	Dec-06	\$99.1
Project contingency			25.1
<i>The interchange will remain open during construction.</i>			



Simulation of alternative H for the I-880/SR 92 interchange improvement, looking west.



Aerial view of existing I-880/SR 92 interchange, looking west

FasTrak™ Electronic Toll Collection System

Project Sponsor: Caltrans

Project Description:

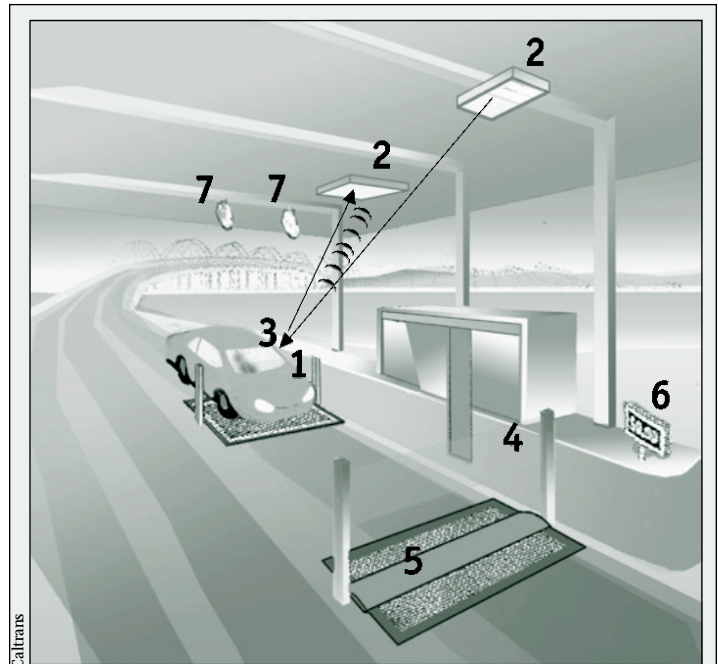
On Dec. 31, 2000, Caltrans completed the installation of the FasTrak™ Electronic Toll Collection (ETC) System on the last two of the Bay Area's seven state-owned toll bridges. FasTrak™ is installed on at least one lane of each of the state-owned bridges. As of January 2001, there is a dedicated FasTrak™ lane on the Benicia-Martinez Bridge, Richmond-San Rafael Bridge, Carquinez Bridge and the San Francisco-Oakland Bay Bridge. The Dumbarton Bridge, San Mateo-Hayward Bridge and Antioch Bridge have mixed-use FasTrak™ lanes at this time. Caltrans is planning to complete the full installation of FasTrak™ on all of the bridges by fall 2001.

The FasTrak™ system has three components: a transponder, which is placed inside the vehicle; an overhead antenna, which reads the transponder and collects the toll; and video cameras to identify toll evaders. Each time a driver travels in a designated FasTrak™ lane, an overhead antenna reads the transponder as the car passes through the toll plaza. FasTrak™ determines the appropriate toll for the vehicle and automatically deducts that toll from the driver's prepaid account so that the car can keep moving at the 25 mile-per-hour speed limit through the toll booth. By authorizing FasTrak™ to automatically replenish the prepaid account by charging a credit card when the balance gets low, drivers never have to worry about carrying change to pay tolls again.

As an added benefit and to promote use of the system, FasTrak™ users driving the typical two-axle automobile, which account for more than 95 percent of toll paying vehicles, will receive a 15 cent discount off every trip on the state-owned toll bridges during the first year of implementation.

The FasTrak™ system is in operation not only on the seven state-owned toll bridges, but also on the Golden Gate Bridge and in southern California on the Route 91 express lanes, as well as the Foothills and San Joaquin Corridor toll facilities.

BATA has budgeted over \$56 million for the capital cost of the project.



How the FasTrak™ ETC system works:

As the vehicle enters the toll lane, sensors (1) detect the vehicle. The two-antenna configuration (2) reads a transponder (3) mounted on the vehicle's windshield. As the vehicle passes through the exit light curtain (4), the treadle (5) electronically classifies the vehicle based on the number of vehicle axles, and the ETC account is charged the proper toll amount. Feedback is provided to the driver on an electronic sign (6). If the vehicle does not have a transponder, the system classifies it as a violator and cameras (7) take photos of the vehicle and its license plate for processing.

MTC Toll–Funded Transit and Traffic Relief Programs

MTC Toll-Funded Transit and Traffic-Relief Programs

MTC is responsible for allocating certain bridge tolls legislatively set aside for transit improvement purposes. These bridge tolls are transferred from BATA into three different MTC reserve accounts: A) AB 664 Net Toll Revenue Reserves, B) Five Percent Reserves, and C) Rail Extension Reserves.

AB 664 Net Toll Revenue Program

- A. AB 664 Net Toll Revenue Reserves**, named after the enabling statute (Statute 1975, chapter 1229), are generated from a 1977 toll increase on the Southern Bridge Group. The toll increase amounts to 25 cents per automobile on the San Francisco-Oakland Bay Bridge and 5 cents per automobile on the San Mateo-Hayward and Dumbarton bridges for motorists paying with cash, and to 20 cents per automobile on all three toll bridges for motorists paying with commute tickets. These funds are allocated to capital projects that further the development of public transit in the vicinity of the three toll bridges, including transbay and transbay feeder transit services. Most AB 664 funding is programmed to various transit agencies as a match for federal transit funds for replacement buses and capital facility improvement.

Regional Measure 1 Transit Programs

One of the major goals of Regional Measure 1 was to provide funding for transit improvements in the toll bridge corridors. Improvements include rail extensions and upgrades, and other projects designed to reduce congestion.

- B. Five Percent Reserves** are composed of up to 5 percent of the RM 1 toll increase. Pursuant to Streets and Highways Code §§ 30913 and 30914, 3 percent of the total 5 percent may be used by MTC to fund transit projects that relieve congestion from the bridges. The remaining 2 percent must be used by MTC to fund ferry service projects.

In the past, a significant portion of the Five Percent Bridge Toll Revenues derived from the RM 1 bridge toll increase were allocated by MTC to support ferry operations projects. When the state-owned toll bridges became eligible for federal funding in April 2000, the portion of the Five Percent Bridge Toll Program previously dedicated to operations could no longer be used for that purpose starting in FY 2000-01, under federal funding guidelines. Instead, Caltrans entered into a cooperative agreement with BATA and MTC for Caltrans to transfer state funding (Five Percent Unrestricted State Funds) to MTC to replace the Five Percent Bridge Toll Program funds for ferry operations. As a result of this agreement, new programming and allocations policies were established in MTC Resolution 3288, with the Five Percent Unrestricted State Fund revenues supporting ferry operations and the San Francisco Bay Trail, and the Two Percent Bridge Toll Revenue Program going toward ferry capital improvements.

- C. Rail Extension Reserves** are made up of 90 percent of the 25 cents toll increase for two-axle vehicles on the San Francisco-Oakland Bay Bridge as authorized by RM 1. MTC must allocate these funds exclusively for rail transit capital extension and improvement projects that are designed to reduce vehicular traffic congestion on the San Francisco-Oakland Bay Bridge.

The funds are spent in accordance with a formula whereby 70 percent of the funds are allocated for East Bay rail improvements and the remaining 30 percent for West Bay rail improvements. The East Bay Rail Extension reserves are to be allocated to rail extension and improvement projects in Alameda and Contra Costa counties. These projects include, but are not limited to, BART extensions planned for the Concord-Antioch, Fremont-San Jose, and Bayfair-Livermore rail transit corridors. The West Bay Rail Extension reserves are to be allocated to rail extension and improvement projects in San Francisco, San Mateo and Santa Clara counties. Unlike the East Bay Extension reserves, no specific West Bay projects are mentioned in the legislation; however, much of this funding has been used for San Francisco Muni Metro improvements and the BART-San Francisco International Airport Extension.

FY 2000-01 Proposed Transit and Traffic-Relief Program Funding

A. AB 664 NET TOLL REVENUE RESERVE ALLOCATIONS

\$21,056,780

Alameda-Contra Costa Transit District (AC Transit) —

\$10,967,240

AC Transit will be replacing 30 of its 1989 Galaxy articulated buses that have reached the end of their useful lives. MTC will be providing over \$3.3 million in bridge tolls to match \$13.4 million in federal funds that AC Transit will receive to complete this procurement. An additional \$3.6 million in bridge tolls will match \$14.5 million in federal funds to replace 52 of AC Transit's 40-foot coaches, and \$331,590 in bridge tolls will match \$1,689,000 in federal funds to replace six articulated buses. These projects are part of MTC's continuing effort to maintain the region's bus fleet. In addition, AC Transit will receive \$65,465 to match \$607,184 in federal funds to augment their paratransit fleet. An additional \$3.6 million of bridge tolls will be allocated for various transit capital replacement projects, which will fulfill MTC's commitment to AC Transit with respect to the reallocation of Federal Transit Administration Section 5307 and AB 1107 funds as set forth in MTC Resolution 3225.



AC Transit's Transbay Express bus

City of Alameda —

\$48,729

The City of Alameda will be refurbishing its M/V Encinal ferryboat. MTC will provide almost \$50,000 in bridge tolls to match the city's \$375,000 in federal funds.

Bay Area Rapid Transit District (BART) —

\$1,966,909

BART will be renovating equipment at various wayside train control facilities. MTC will provide almost \$1.1 million in bridge tolls to match BART's \$4.4 million in federal funds. Another \$874,182 in bridge tolls will be provided to match BART's \$3.5 million federal grant for traction power rehabilitation.



BART train in Transbay Tube

Central Contra Costa Transit Authority (CCCTA) —

\$ 1,566,034

CCCTA will be replacing 13 30-foot buses and eight 35-foot buses this year. MTC will provide almost \$1.5 million in bridge tolls to match \$3.8 million in federal funds to replace these buses. CCCTA also will be augmenting their commuter express and neighborhood services. MTC will provide \$63,023 to match CCCTA's \$485,000 in federal funding for this project.

San Francisco Municipal Railway (Muni) —

\$6,105,790

This year, Muni will be replacing a number of their motor coaches that have reached the end of their useful lives. MTC will provide over \$2.2 million in bridge tolls to match \$15 million in federal funds to replace these coaches. Muni also will be replacing 30 of their articulated trolley coaches. MTC will provide almost \$1.7 million in bridge tolls to match \$16 million in federal funds to replace these coaches. MTC also will provide \$168,790 in bridge tolls to match \$725,000 in federal funds for cable car reconstruction, \$1.25 million in bridge tolls to match \$5 million in federal funds for design and replacement of overhead power systems serving light-rail and trolley coach lines, and \$800,000 in bridge tolls to match \$11.1 million in federal funds for Muni's track replacement program.



Antique trolley – Muni's F-line

San Mateo County Transit District (SamTrans) —

\$269,409

SamTrans will be replacing 10 small, medium-duty coaches that have reached the end of their useful lives. MTC will provide \$269,409 in bridge tolls to match almost \$1.1 million in federal funds.



SamTrans motor coach

Union City Transit —

\$67,311

Union City will replace three 35-foot motor coaches this year that have reached the end of their useful lives. MTC will provide \$67,311 in bridge tolls to match \$280,327 in federal funds.

Vallejo Transit —

\$65,362

MTC will provide \$65,362 in bridge tolls to match \$503,000 in federal funds to upgrade Vallejo Transit's bus maintenance facility.

B. FIVE PERCENT UNRESTRICTED STATE FUND REVENUE RESERVE ALLOCATIONS (formerly the Five Percent Bridge Toll Reserves) — \$ 2,666,348

The Five Percent Unrestricted State Fund revenues will be used to support the continued operations of the Alameda/Oakland, Harbor Bay, and Vallejo ferry services through FY 2001-02, and to continue to fund the San Francisco Bay Trail project at the same level as in previous years.

City of Alameda: Alameda/Oakland and Harbor Bay Ferry

Service Operations — \$1,145,700

The City of Alameda is programmed to receive \$626,600 and \$519,100 in Five Percent Unrestricted State Fund revenues as operating subsidy for the Alameda/Oakland and Harbor Bay ferry services, respectively. The Alameda/Oakland service provides 15 weekday departures, nine summer weekend departures, and six spring weekend departures. This service carries approximately 485,000 riders a year, with a farebox recovery ratio of 59 percent. The Harbor Bay service provides three morning and three afternoon weekday departures, and carries approximately 113,000 riders a year, with a farebox recovery ratio of 34 percent.

City of Vallejo: Baylink Ferry Operations — \$1,380,648

Vallejo is programmed to receive \$1.38 million in Five Percent Unrestricted State Fund revenues to continue operating the Baylink Ferry, which provides service between Vallejo and San Francisco. Baylink ferries currently operate 11 weekday round trips between the downtown Vallejo ferry terminal and the San Francisco Ferry Building during the morning and evening peak periods. On weekends between April and November, Baylink operates a total of nine round trips, while on weekends between December and March, it operates five round trips. Annual ridership was about 750,000 in FY 1999-2000, with weekday ridership ranging from 2,400 to 2,500 and weekend ridership from 1,500 to 2,000. Approximately 780,000 passengers are projected to ride the ferry during FY 2000-01 — a 4 percent increase in annual ridership. The anticipated fare recovery ratio on the Baylink ferries for FY 2000-01 is expected to be about 75 percent.



Vallejo Baylink Ferry

Association of Bay Area Governments (ABAG):

Regional Bicycle Trail Planning — \$140,000

The San Francisco Bay Trail — a planned 400-mile bicycle and pedestrian pathway along the San Francisco and San Pablo Bay shoreline, and across all seven state-owned toll bridges — is administered by ABAG, which also is responsible for planning and development of the trail. To date, approximately half of the Bay Trail has been completed.

The 2000-01 goals of the project's managers are to:

- continue to advocate for bicycle and pedestrian access to and across Bay Area toll bridges;
- continue to provide technical assistance and participate in the planning of trail segments;
- manage the Bay Trail extension grants program; and
- promote and distribute route guides, and undertake other promotional activities for the Bay Trail.



Cyclists riding the Bay Trail

TWO PERCENT BRIDGE TOLL REVENUE CAPITAL RESERVE ALLOCATIONS —

\$ 682,000

The Two Percent Bridge Toll Revenue Capital Program represents the 2 percent of toll revenues from the Regional Measure 1 increase that is required to be allocated by MTC for ferry capital projects. As established in MTC Resolution 3289, the Two Percent Bridge Toll Revenue Program funds specific ferry capital improvements, with an emphasis on maintaining existing ferry services. For FY 2000-01, MTC has allocated program funds to the cities of Alameda and Vallejo for various ferry capital improvements.

City of Alameda: Various Capital Projects for the

Alameda/Oakland Ferry —

\$130,000

MTC has programmed \$130,000 to the City of Alameda for various capital improvements aimed at Alameda/Oakland Ferry operations. This programming includes \$90,000 for the procurement and installation of a 12,000-gallon diesel tank at the city ferry fueling facility, designed to reduce the number of fuel deliveries needed; and \$40,000 for the redesign and replacement of the boarding doors on the first deck of the ferryboat Encinal.



©1998 Barrie Rokeach

Alameda-Oakland Ferry

City of Vallejo: Ferry Maintenance Equipment and Parts —

\$552,000

MTC has programmed \$552,000 to the City of Vallejo for ferry equipment and maintenance capital projects. This programming includes \$80,000 for the procurement and installation of two 6,000-gallon diesel tanks, designed to reduce the number of fuel deliveries needed; \$17,000 for the rehabilitation and upgrade of the ferries; \$185,000 for shop equipment and tools; \$100,000 for vessel parts; \$7,000 for diving equipment; \$38,000 for a shop truck; and \$125,000 for a mobile crane.

C. RAIL EXTENSION RESERVES ALLOCATIONS —

\$10,000,000

In accordance with MTC Resolution No. 3147, Revised, MTC has programmed and allocated \$10,000,000 in Rail Extension Reserves for FY 2000-01 to the Bay Area Rapid Transit District (BART) for rail transit capital extension and improvement projects.

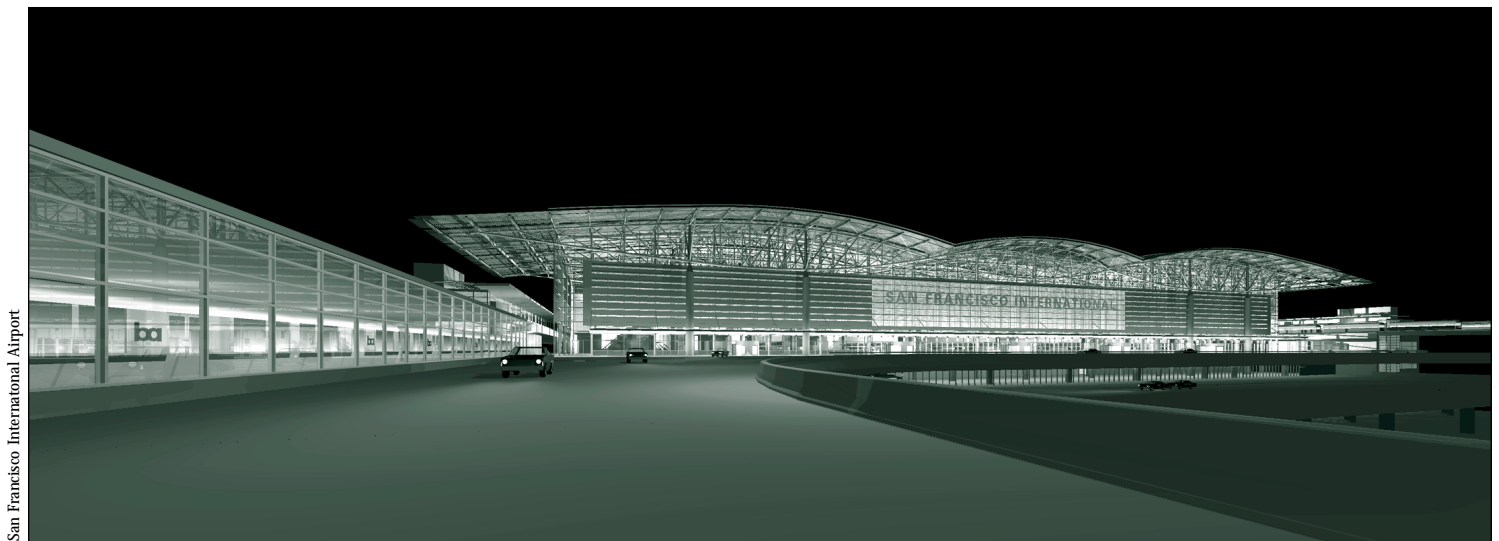
East Bay Rail Extension Reserves

BART: Loan to the BART-San Francisco International Airport

Extension Project —

\$10,000,000

In March 1999, the Commission adopted MTC Resolution No. 3147, Revised, to approve a Memorandum of Understanding (MOU) between MTC, BART, and the San Mateo County Transit District to provide additional financing for the BART-San Francisco International Airport (SFO) Extension project. The MOU included a \$60 million loan from the East Bay Rail Extension Reserves to the BART-SFO Extension project, which is to be repaid by BART upon its receipt of the final increment of federal funds for the SFO project. For FY 2000-01, MTC allocated \$10 million to fulfill the second installment of the \$60 million loan. Additional allocations will be made to the project through FY 2006-07.



New international terminal at San Francisco International Airport with the future BART station on left

Other Toll Bridge Projects and Related Planning Studies

San Francisco-Oakland Bay Bridge East Span Seismic Safety Project

Project Sponsor: Caltrans

In the wake of the 1989 Loma Prieta earthquake, which damaged a portion of the San Francisco-Oakland Bay Bridge, state seismic engineering experts concluded that replacing, rather than simply strengthening, the eastern span of the bridge was the best choice for safety purposes. Working in partnership with Caltrans, the Bay Area Toll Authority (BATA) is overseeing the replacement of the aging and earthquake-vulnerable east span. After a number of delays, the project is now back on track, thanks to the recent intervention of two federal agencies.

U.S. DOT to Transfer Land

On Oct. 11, 2000, U.S. Secretary of Transportation Rodney E. Slater announced that the United States Department of Transportation (U.S. DOT) will use authority available to it under federal law to transfer land on Yerba Buena Island — needed for building the new east span — from the Navy



Computer rendering of the new eastern span of the Bay Bridge

to the State of California. The action resolved right-of-way questions that at one point had delayed geological drilling tests (setting the project back by nine months), and threatened to block construction altogether.

Army Corps of Engineers Reports

The U.S. DOT announcement came on the heels of a favorable report from the U.S. Army Corps of Engineers in September 2000 that puts to rest the lingering question of whether it makes more sense to retrofit the existing cantilever span, or replace it with a new

bridge. On Oct. 27, 2000, the Corps of Engineers issued a second report, examining the seismic safety of the adopted design for the new span. While acknowledging that the bridge design is still incomplete, the report found that the design team is “moving toward a path to design a bridge that meets the seismic performance criteria.”

Design Work Continues

While the Army Corps of Engineers was conducting its studies, progress was made on design and preliminary engineering. By August 2000, design of the causeway — by far the largest element of the new span — was 100 percent complete. Work continues on the design of the self-anchored suspension span and Yerba Buena Island transition structures. One of the design team's tasks has been to refine plans for a bicycle/pedestrian pathway that will run the length of the new east span. In a related effort, Caltrans has launched a study to look at extending the path to the west span (see page 34). Meanwhile, Caltrans has been driving test piles into the floor of the Bay, and expects to go out to bid for construction of the causeway portion in April 2001. If all goes well, construction of the new span could begin in the summer of 2001.



Pile installation demonstration test just north of the existing bridge

Transbay Transit Terminal Improvement Plan Study

Project Sponsor: BATA

Regional policymakers have been discussing for a number of years what to do about San Francisco's aging Transbay Transit Terminal, a vital transportation hub that was built at the same time as the San Francisco-Oakland Bay Bridge and is linked to the bridge in terms of history, function and finances.

In September 2000, BATA completed a conceptual plan for a new and expanded terminal that would be built on the site of the existing terminal.

The conceptual design called "Great Expectations" features two levels of bus platforms and an underground terminal for future rail extensions. It has a grand entry from the street, similar to classic train terminals in Europe. Inside, the central cir-

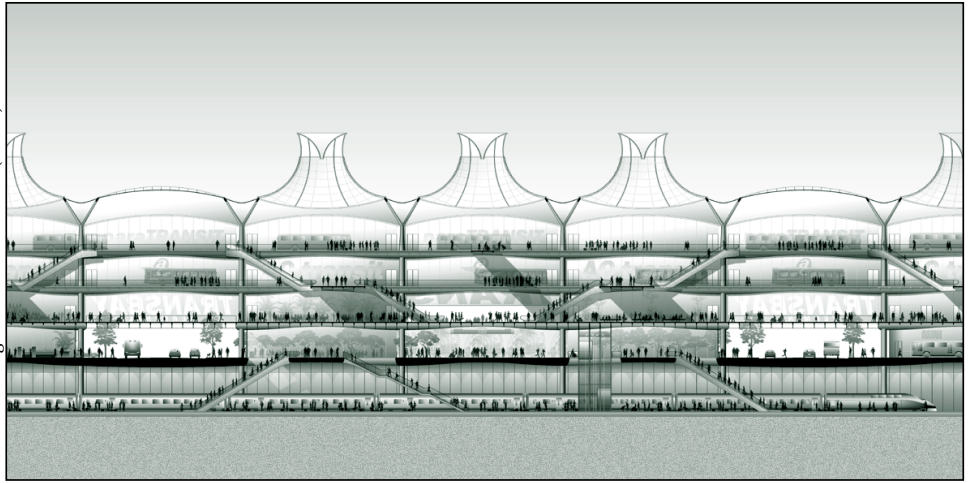
culation area is a large, daylight-filled open space. A vertical circulation plan allows passengers to change to another bus bay by walking across the platform or taking an escalator to a central platform on the next level. The terminal would include ground-level retail and public spaces. The plan calls for air rights and adjoining property

owned by the state and the City of San Francisco to be sold for joint development of office, retail and residential space, to help finance construction and operating costs of the new terminal.

Since September 2000 BATA has sponsored a follow-up study effort to develop a plan for the implementation of the new terminal. This phase of the effort is examining the funding potential and institutional arrangements for the design, construction and operations of a new terminal. This phase of the planning will be completed in March 2001.

Throughout the entire planning process, BATA has worked closely with the major stakeholders — Caltrans, the City and County of San Francisco, AC Transit, Caltrain, Greyhound and others — to move this project forward.

Simon Martin-Vegue Winkelstien Morris (SMWM)



Proposed Transbay Transit Terminal replacement structure



MTC Photo Archives

Existing Transbay Transit Terminal

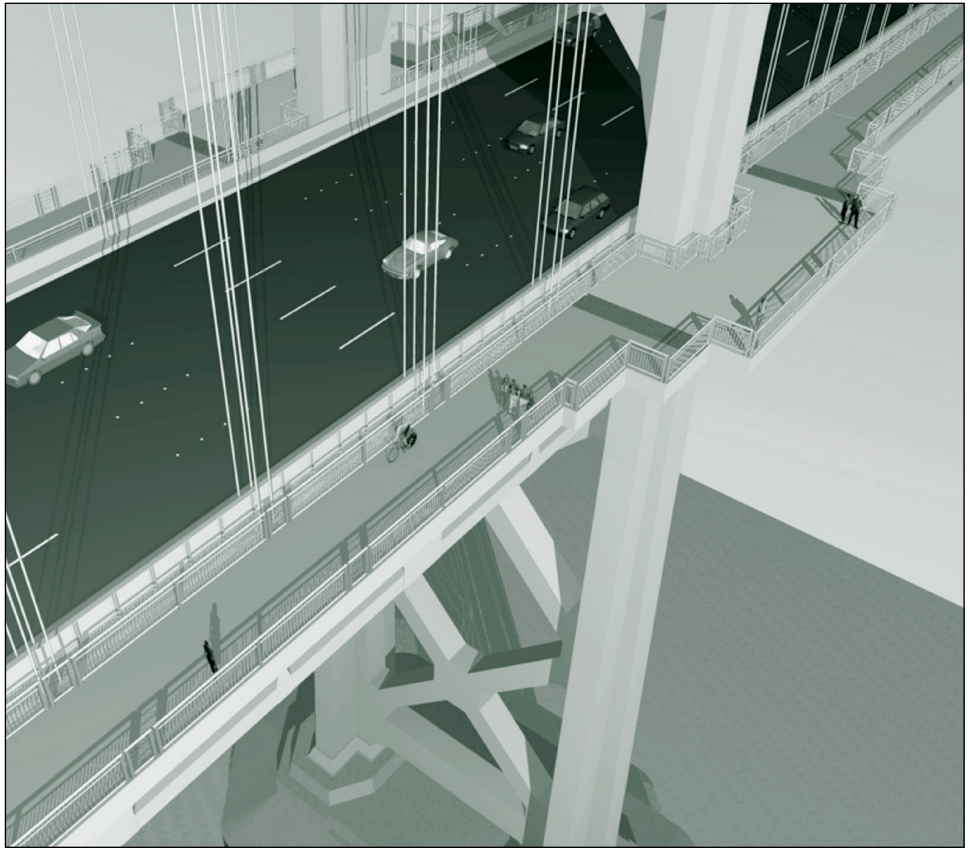
San Francisco-Oakland Bay Bridge West Span Pathway Study

Project Sponsor: Caltrans

Construction of a bicycle, pedestrian and maintenance pathway along the west span of the San Francisco-Oakland Bay Bridge, from Yerba Buena Island into San Francisco, would realize a long-awaited dream of Bay Area bicyclists. Extending from the end of the bicycle and pedestrian pathway already designed for inclusion on the new replacement east span of the Bay Bridge, this project would close a gap and complete the transbay connection for bicyclists and other users.

In 1998, Assembly Bill 2038 (Statutes 1998, Chapter 84) authorized BATA to spend seismic surcharge revenues for construction of a pathway along the west span. Given that opportunity, BATA authorized Caltrans to initiate a planning study to evaluate the feasibility of adding such a pathway.

The main goal of this study will be to provide BATA with sufficient data to make an informed decision on the project. The study will first determine the practicability of adding a pathway to the existing west span, and then develop a comprehensive cost estimate for the project.



Proposed pathway at the tower — aerial view

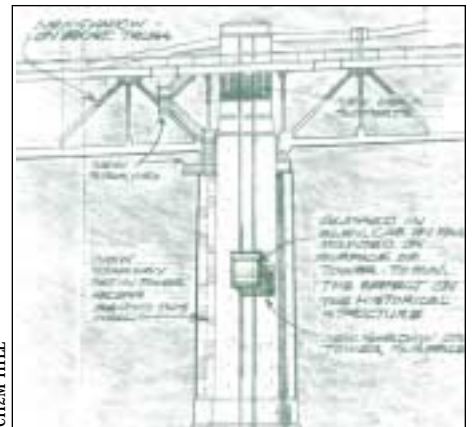
The study has already evaluated numerous alternatives for the pathway, based on varying alignments, materials and designs. Currently, the two most promising alternatives are undergoing more rigorous evaluation. Both alternatives suggest twin pathways along both the north and south sides of the bridge,

but differ in their architectural design and in the types of construction materials to be used.

The consultant team expects to complete the study in April 2001.



Proposed park at the San Francisco pathway touchdown



Proposed elevator at the first pier of the bridge on the San Francisco Embarcadero.

San Francisco-Oakland Bay Bridge Rail Study

Project Sponsor: BATA

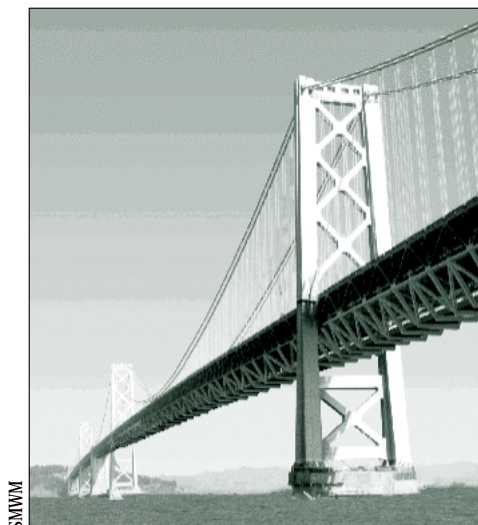
Under design criteria adopted by BATA in 1997, the new east span of the San Francisco-Oakland Bay Bridge is to be sturdy enough to carry a light-rail or BART line, should train service on the bridge be reinstated in the future. In November 1998, the cities of Berkeley, Emeryville, Oakland and San Francisco passed ballot measures requesting BATA to study the concept of including a rail line on the bridge. In response, BATA undertook a feasibility analysis of Bay Bridge rail options.

The study evaluated four different rail options, including light-rail, BART, intercity rail, and high-speed rail systems, and was designed to answer three key questions:

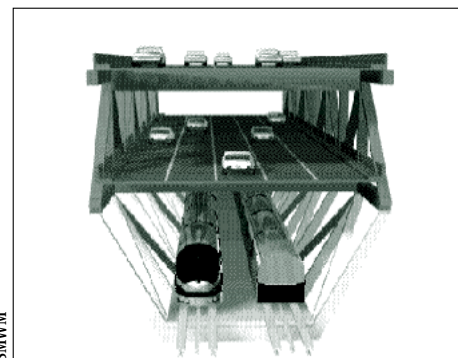
- What are the possible options for rail service on the Bay Bridge?
- What are the impacts of each type of rail service on the structure of the Bay Bridge?
- How much will the structural changes and the rail infrastructure cost to implement?

Completed in July 2000, the study found that the rail options, while not infeasible, would be highly complex and require significant structural modifications to the bridge and tunnel structures. The cost of the structural modification needed for the bridge was estimated at about \$3 billion, while the cost of the rail infrastructure and rolling stock was estimated to be from about \$1 billion to over \$4 billion. The cost to operate the rail service would be in addition to these capital costs, and would require substantial annual operating subsidies.

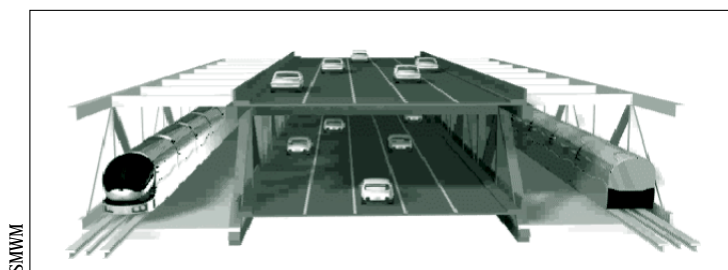
While implementing transbay rail service is feasible, it represents an enormous investment. The costs and benefits of this option must be compared to other potential transbay travel investments before the benefits of Bay Bridge rail service can be fully assessed. This is one of the objectives of the San Francisco Bay Crossings Study just under way (see next page).



Simulation of proposed below-deck rail option



Cutaway view of proposed below-deck rail option



Cutaway view of proposed side-by-side lower deck rail option



Simulation of proposed side-by-side lower deck rail option

San Francisco Bay Crossings Study

Project Sponsor: MTC

Questions concerning the need for new capacity in the bridge corridor raised by the Bay Bridge rail study, along with Sen. Dianne Feinstein's suggestion that MTC update its 1991 *Bay Crossings Study*, have led MTC to launch a comprehensive analysis of transbay travel between the San Francisco-Oakland Bay Bridge, in the north, to State Route 237, in the south. The *2000-01 San Francisco Bay Crossings Study* will consider how the latest traffic operations systems and potential new rail services could improve transbay mobility, and look at cost, travel demand and environmental impacts, and the financial feasibility of various transbay transportation options.

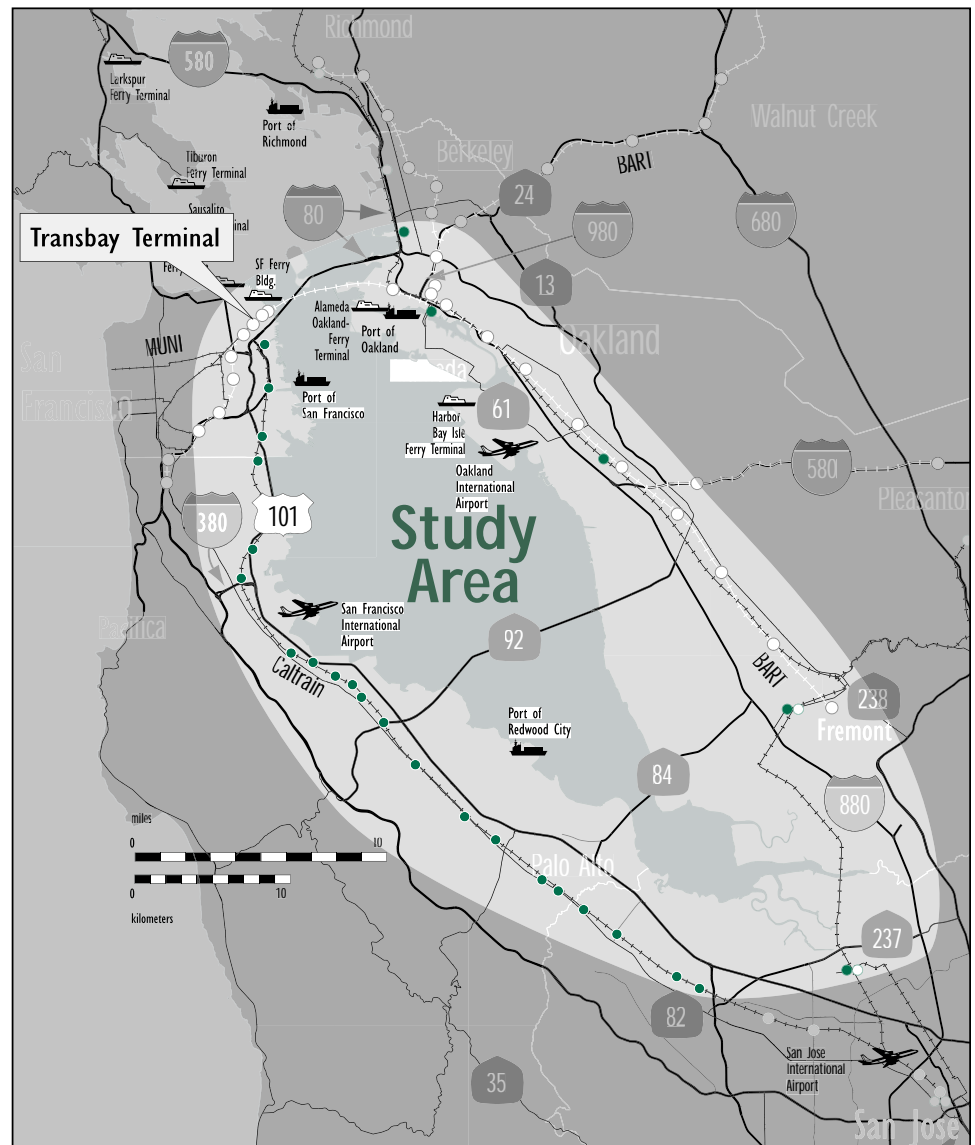
The study will consider:

- widening of existing bridges;
- construction of a new bridge, with or without rail service;
- a new rail tube for commuter and high-speed rail services;
- increased BART transbay service;
- bus service and busway options; and
- other operational enhancements to improve transbay capacity.

In updating the 1991 study, the current analysis will address the dramatic increases in Bay Area population and traffic and other changes affecting transbay travel that have occurred in the past nine years. Recent traffic projections, for example, show that traffic volumes by 2010 are expected to be 50 percent higher on the San Mateo-Hayward Bridge and 36 percent higher on

the Dumbarton Bridge than estimated in 1991. Population and job growth also have exceeded expectations, particularly in Santa Clara Valley, which is expected to add 27 percent of all new jobs in the region from 1995 to 2020.

The study is scheduled to be completed in October 2002.



Proposed study area for "Bay Crossings Study"

Appendices

Appendix A: Toll Schedule

CALIFORNIA DEPARTMENT OF TRANSPORTATION TOLL SCHEDULE¹ (EFFECTIVE JAN. 1, 1998)

BRIDGES

Antioch⁽²⁾, Benicia-Martinez, and Carquinez
(tolls collected northbound only)

Dumbarton, Richmond-San Rafael, San Francisco-Oakland Bay, and San Mateo-Hayward
(tolls collected westbound only)

2 axles	\$ 2.00
3 axles	4.00
4 axles	6.25
5 axles	9.25
6 axles	10.00
7 axles or more	11.50

Toll is based on the total number of axles on the roadway in a vehicle combination.

COMMUTE BOOK

2-axle vehicle without trailer(s) \$74.00 or \$1.85 per ticket

Book contains 40 one-way tickets, each good for a single passage at any time during the four consecutive months for which it is sold. Passage may also be paid by an \$0.85 commute ticket plus \$1.00 surcharge. Only one \$0.85 commute ticket may be used per passage. Commute books will no longer be sold at the time ETC is made available on all bridges.

ELECTRONIC TOLL COLLECTION (ETC)

Passage for a 2-axle vehicle, without trailer(s), using ETC shall be at the commute book ticket rate for the initial demonstration period for ETC tolls. The discount will be eliminated one year after implementation of ETC on all bridges unless an analysis by MTC in consultation with Caltrans determines that the discounts should be extended or otherwise modified. Passage for all other vehicles using ETC shall be at the rates shown above.

COMMUTE BUS

A commute bus is defined in accordance with operational procedures and vehicle definitions recommended by Caltrans and approved by MTC. A commute bus may cross toll-free at any time in designated lane(s), in accordance with operational procedures. Passage through staffed lanes requires toll-free commute bus ticket, or an axle-based toll will be charged.

CARPOOL

Antioch, Benicia-Martinez, and Carquinez bridges

Any 2-axle vehicle, without trailer(s), carrying three or more persons, may cross toll-free in designated lane(s)
Monday through Friday between 5 a.m. and 10 a.m., and 3 p.m. and 7 p.m.

Richmond-San Rafael and San Francisco-Oakland Bay bridges

Any 2-axle vehicle, without trailer(s), carrying three or more persons, may cross toll-free in designated lane(s)
Monday through Friday between 5 a.m. and 10 a.m., and 3 p.m. and 6 p.m.

Dumbarton and San Mateo-Hayward bridges

Any 2-axle vehicle, without trailer(s), carrying two or more persons, may cross toll-free in designated lane(s)
Monday through Friday between 5 a.m. and 10 a.m., and 3 p.m. and 6 p.m.

Note:

A motorcycle or 2-axle vehicle, without trailer(s), designed by the manufacturer to be occupied by no more than two persons, carrying two persons, may cross toll-free in designated lane(s) consistent with the above referenced hours of operation.

¹ Tolls as adopted by the Metropolitan Transportation Commission (MTC) in accordance with Section 30916 of the Streets and Highways Code. Commencing January 1, 1998, Chapter 327, Statutes of 1997, imposes a one dollar (\$1.00) surcharge on each vehicle except for vehicles authorized toll-free passage. This surcharge is in addition to toll based on the number of axles on a vehicle and is not eligible for the commute discount.

² Pedestrians and bicycles may cross the Antioch and Dumbarton bridges toll-free at any time.

VEHICLE DEFINITIONS FOR BRIDGE TOLL ASSESSMENT

BUS shall include any vehicle designed, used or maintained for carrying more than 10 persons, including the driver.

COMMUTE BUS shall include any vehicle that is:

either I

- A. Designed, used or maintained for the transportation of more than 10 persons including the driver;
- B. Operated across a state-owned toll bridge on a route commencing and terminating within a radius of 50 miles from the toll plaza of such bridge; and
- C. Operated on a regular schedule for any municipal or public corporation, transit district, public utility district or political subdivision, or private company for the nonprofit work-related transportation of its employees; or by any transportation company operating under a certificate of public convenience and necessity issued by the California Public Utilities Commission.

II

A vanpool vehicle operating under the provisions of current ridesharing laws and regulations, and designed for carrying more than 10, but not more than 15, persons including the driver, which is maintained and used primarily for the nonprofit work-related transportation of persons for the purpose of ridesharing.

MOTORCYCLE shall include any motor vehicle having a seat or saddle for the use of the rider, with up to four wheels in contact with the roadway, two of which are a functional part of a sidecar.

SEATING CAPACITY - If individual seats are provided, the number of such seats shall be used in determining the seating capacity. If individual seats are not used, seating capacity shall be determined on the basis of 17 inches of seat width per person.

TRAILER shall include any vehicle, including semi-trailer, designed for carrying persons or property and for being drawn by a motor vehicle.

VEHICLE COMBINATION shall include any combination of motor-driven and drawn vehicle(s). Toll assessment will be based on the total number of axles on the roadway in the total combination.

Appendix B: FY 2000–01 Proposed Capital Support and Capital Allocations

FY 2000-01 ALLOCATIONS FOR CAPITAL OUTLAY SUPPORT AND CAPITAL OUTLAY FOR BATA REHABILITATION PROJECTS

Northern Bridge Group

Description	Bridge	Expenditure Authorization Number	Capital Outlay	Capital Outlay Support
Roadway deck seal	ANT-BM	04310	\$ 2,027,000	\$ 303,732
Replace toll facility, ventilation	ANT	97030	35,000	15,444
Install traffic operations sign	BM	15071	52,000	14,000
Rehab pier fenders 4-12	BM	04908	0	173,316
ETC signing and striping	BM	0449U	0	4,000
Replace toll facility ventilation	CAR	97070	205,000	70,356
Construct stairway	CAR	97070	200,000	68,640
Install trench drain	CAR	04730	78,000	15,000
Install traffic operations systems	CAR	15070	25,000	4,000
Replace traveler's scaffold	CAR	04711	0	238,524
Install traffic operations systems	CAR	15095	0	214,500
Replace pier fenders	CAR	04907	0	193,908
Rehab pier fender	CAR	0490A	0	87,516
Construct stairway	RSR	97010	125,000	42,900
Install trench drain	RSR	01110	20,000	12,012
Replace toll facility ventilation	RSR	97010	20,000	6,864
Install traffic operations systems	RSR	15065	0	453,024
Replace maintenance building	RSR	00394	0	149,292
ETC signing and striping	RSR	04491	0	17,160
Replace toll facility ventilation	NBG	97702	180,000	61,776
Install automatic doors	NBG	97702	30,000	10,296
Upgrade existing SCADA system	NBG	01090	0	243,672
		Subtotal	\$2,997,000	\$2,399,932
TOTAL REHAB ALLOCATIONS Northern Bridge Group				\$5,396,932

Southern Bridge Group

Rehab pier fenders	DUM	04906	\$ 900,000	\$ 331,188
Install traffic operations systems	DUM	15043	329,000	24,000
Improve facilities at electrical substation	DUM	01100	90,000	34,320
Rehab pier fenders	SFO	00489	2,800,000	809,952
Transportation management center	SFO	15001	1,679,000	233,000
Install traffic operations systems	SFO	03081	130,000	10,000
Install safety access stairway	SFO	04640	95,000	30,888
Purchase and install security cameras	SFO	01080	60,000	17,160
Construct women's restroom & lockers	SFO	00412	40,000	68,640
Replace ventilation at toll booths	SFO	97040	30,000	10,296
ETC signing and striping	SFO	04494	23,000	34,320
Reconstruct toll operations building	SFO	00297	0	895,752

FY 2000-01 ALLOCATIONS FOR CAPITAL OUTLAY SUPPORT AND CAPITAL OUTLAY FOR BATA REHABILITATION PROJECTS (cont.)

Description	Bridge	Expenditure Authorization Number	Capital Outlay	Capital Outlay Support
Southern Bridge Group (cont.)				
East Bay Bridge maintenance yard	SFO	01400	\$ 0	\$ 605,748
Replace timber fenders	SFO	04904	0	509,652
Construct polyester concrete deck	SFO	01050	0	128,000
Replace 15kV cable	SFO	04080	0	17,160
Upgrade crew facilities	SFO	00413	0	14,000
Install traffic operations systems	SMH	15040	9,000,000	815,100
Rehab expansion joints	SMH	04223	2,600,000	241,956
Replace timber fenders	SMH	04905	534,000	475,332
Structural steel painting & safety repairs	SMH	0436V	268,000	20,000
Replace boat dock	SMH	04660	60,000	39,468
Resurface orthotropic deck	SMH	04100	0	401,544
Replace elec. cable hang. & upgrade 12Kv line	SMH	04224	0	237,000
Widen maintenance catwalk	SMH	04222	0	154,000
Construct paint maintenance building	SMH	00282	0	41,184
Restroom renovation & ADA compliance	TBT	92685	345,000	140,000
Refurbish escalators	TBT	92685	300,000	102,960
Replace garage doors	TBT	92685	45,000	15,444
Replace elevators	TBT	92685	45,000	15,444
Install traffic operations systems	SBG	15058	500,000	439,296
Replace toll booth ventilation	SBG	97702	180,000	61,776
Toll plaza automatic doors	SBG	97702	35,000	12,012
Upgrade existing SCADA system	SBG	01090	0	124,000
		Subtotal	\$20,088,000	\$7,110,592
TOTAL REHAB ALLOCATIONS Southern Bridge Group				\$27,198,592

Bridge abbreviations: ANT - Antioch Bridge, BM - Benicia-Martinez Bridge, CAR - Carquinez Bridge, RSR - Richmond-San Rafael Bridge, DUM - Dumbarton Bridge,
SFO - San Francisco-Oakland Bay Bridge, SMH - San Mateo-Hayward Bridge, TBT - Transbay Transit Terminal, NBG - Northern Bridge Group, SBG - Southern Bridge Group

Appendix C: Table of Historic Transit Allocations

A. AB 664 NET TOLL REVENUE RESERVES

ALLOCATIONS Actual/Proposed	Actual FY 1991-92	Actual FY 1992-93	Actual FY 1993-94	Actual FY 1994-95	Actual FY 1995-96	Actual FY 1996-97	Actual FY 1997-98	Actual FY 1998-99	Actual FY 1999-00	Estimate FY 2000-01	TOTAL FY92 - FY01
AC Transit	\$3,321,656	—	—	\$11,472,430	\$10,295,307	—	—	—	\$4,529,661	\$10,967,240	\$40,586,294
City of Alameda (rescissions)	— —	— —	— —	— —	— —	— —	— —	— —	— —	48,729 (6,757)	48,729 (6,757)
BART (rescissions)	— —	\$3,467,332 —	\$2,016,327 —	691,956 —	— —	\$12,000,000 —	\$4,000,000 —	\$4,000,000 (1,769,171)	8,725,550 —	1,966,909 —	36,868,074 (1,769,171)
BATA	—	—	—	—	—	—	—	—	1,875,000	—	1,875,000
CCCTA (rescissions)	453,500 —	— —	2,075,887 —	77,892 —	652,903 —	644,068 —	571,640 —	925,748 —	819,676 —	1,566,034 (45,023)	7,787,348 (45,023)
LAVTA (rescissions)	— —	— —	— —	— —	408,258 —	— —	— —	— —	— —	— (12,093)	408,258 (12,093)
Muni	4,045,527	4,682,792	6,128,118	4,447,100	4,537,807	2,142,457	6,975,727	5,357,090	—	6,105,790	44,422,408
SamTrans (rescissions)	1,650,000 —	— —	— —	— —	— —	— —	— —	51,130 (263,052)	— —	269,405 —	1,970,535 (263,052)
Union City Transit	—	—	—	—	—	—	—	—	—	67,311	67,311
Vallejo Transit	—	—	—	1,014,809	—	—	—	—	—	65,362	1,080,171
WestCAT	—	—	—	26,946	—	135,558	—	—	504,567	—	667,071
Other/Admin.	1,349	46,235	16,544	59,730	5,258	92,313	34,362	—	—	—	255,791
Total Allocation	\$9,472,032	\$8,196,359	\$10,236,876	\$17,790,863	\$15,899,533	\$15,014,396	\$11,581,729	\$8,301,745	\$16,454,454	\$20,992,907	\$133,940,894

B. FIVE PERCENT UNRESTRICTED STATE FUND RESERVES AND TWO PERCENT BRIDGE REVENUE RESERVES (FORMERLY THE FIVE PERCENT BRIDGE TOLL REVENUES)

ALLOCATIONS	Actual FY 1991-92	Actual FY 1992-93	Actual FY 1993-94	Actual FY 1994-95	Actual FY 1995-96	Actual FY 1996-97	Actual FY 1997-98	Actual FY 1998-99	Actual FY 1999-00	Estimate FY 2000-01	TOTAL FY92 - FY01
Northern Bridge Group											
ABAG	—	\$ 48,000	\$ 56,000	\$ 50,000	\$ 9,234	\$ 19,178	\$ 70,000	\$ 45,000	\$ 76,783	\$ 76,000	\$ 450,195
Solano Trans. Auth.	\$ 22,000	—	—	—	—	—	—	—	—	—	22,000
Port of San Francisco	—	—	—	—	—	—	—	25,000	—	—	25,000
City of Benicia	50,952	169,600	—	166,058	145,000	60,000	71,100	25,000	—	—	687,710
City of Napa	—	75,000	70,000	—	—	—	—	—	—	—	145,000
City of Martinez	—	—	—	—	—	—	—	—	25,000	—	25,000
City of Vallejo	830,432	756,977	521,775	537,428	664,512	647,903	659,000	1,489,903	1,229,010	1,932,648	9,269,588
Southern Bridge Group											
ABAG	50,000	72,000	84,000	90,000	130,766	120,822	70,000	95,000	63,217	64,000	839,805
AC Transit (rescissions)	156,523	—	—	—	—	—	9,000	—	—	—	165,523
	—	—	—	—	—	—	—	—	—	(102,007)	(102,007)
Contra Costa County	—	—	24,873	—	—	—	—	—	—	—	24,873
Port of San Francisco	25,000	—	—	—	—	—	—	25,000	40,000	—	90,000
City of Alameda	173,500	648,960	608,960	429,901	459,920	432,420	541,770	1,097,355	928,950	1,275,700	6,597,436
City of Emeryville	—	—	—	50,000	—	—	—	—	—	—	50,000
City of Martinez	—	—	—	20,000	—	—	—	—	—	—	20,000
City of Oakland	—	—	—	—	69,473	—	—	—	—	—	69,473
Total Allocation	\$1,308,407	\$1,770,537	\$1,365,608	\$1,343,387	\$1,478,905	\$1,280,323	\$1,420,870	\$2,802,258	\$2,362,960	\$3,246,341	\$18,379,596
North Bridge Group	903,384	1,049,577	647,775	753,486	818,746	727,081	800,100	1,584,903	1,330,793	2,008,648	10,624,493
South Bridge Group	405,023	720,960	717,833	589,901	660,159	553,242	620,770	1,217,355	1,032,167	1,339,700	7,857,110

C. RM I - RAIL EXTENSION RESERVES

ALLOCATIONS	Actual FY 1991-92	Actual FY 1992-93	Actual FY 1993-94	Actual FY 1994-95	Actual FY 1995-96	Actual FY 1996-97	Actual FY 1997-98	Actual FY 1998-99	Actual ² FY 1999-00	Estimate ¹ FY 2000-01	Total FY92 - FY01
East Bay Rail Extension:											
BART East Bay Extensions (rescission)	—	\$15,000,000	\$7,500,000	\$7,500,000	\$7,500,000	\$17,947,935	—	—	—	—	\$55,447,935
	—	—	—	—	—	—	—	\$ (4,000,000)	—	—	(4,000,000)
Loan to BART SFO Project	—	—	—	—	—	—	—	—	\$ 25,000,000	\$ 10,000,000	35,000,000

Total Allocated	\$ 0	\$ 15,000,000	\$ 7,500,000	\$ 7,500,000	\$ 7,500,000	\$ 17,947,935	\$ 0	\$ (4,000,000)	\$ 25,000,000	\$ 10,000,000	\$ 86,447,935
------------------------	-------------	----------------------	---------------------	---------------------	---------------------	----------------------	-------------	-----------------------	----------------------	----------------------	----------------------

ALLOCATIONS West Bay Rail Extension Reserves:

Muni Metro Turnback	\$ 5,898,900	\$ 2,000,000	—	—	—	—	—	—	—	—	\$ 7,898,900
F-Embarcadero Extension	—	—	\$ 3,365,968	\$ 4,015,000	—	\$ 5,811,061	\$ 175,000	—	\$ 675,000	—	14,042,029
Caltrain Downtown Extension PE	—	—	—	250,000	—	—	—	—	—	—	250,000
BART SFO Extension PE	—	—	—	—	\$ 1,000,000	—	—	—	—	—	1,000,000
BART SFO Extension Construction	—	—	—	—	—	—	3,375,000	3,000,000	2,625,000	—	9,000,000

Total Allocated	\$ 5,898,900	\$ 2,000,000	\$ 3,365,968	\$ 4,265,000	\$ 1,000,000	\$ 5,811,061	\$ 3,550,000	\$ 3,000,000	\$ 3,300,000	\$ 0	\$ 32,190,929
------------------------	---------------------	---------------------	---------------------	---------------------	---------------------	---------------------	---------------------	---------------------	---------------------	-------------	----------------------

Total Annual Rail Extension Reserves Allocation	\$ 5,898,900	\$ 17,000,000	\$ 10,865,968	\$ 11,765,000	\$ 8,500,000	\$ 23,758,996	\$ 3,550,000	\$ (1,000,000)	\$ 28,300,000	\$ 10,000,000	
--	---------------------	----------------------	----------------------	----------------------	---------------------	----------------------	---------------------	-----------------------	----------------------	----------------------	--



**Bay Area Toll Authority
Northern and Southern Unit
Toll Bridge Funds**

**Report on Audit of Combined Financial Statements
for the years ended June 30, 2000 and 1999**

Bay Area Toll Authority

Northern and Southern Unit Toll Bridge Funds

Table of Contents

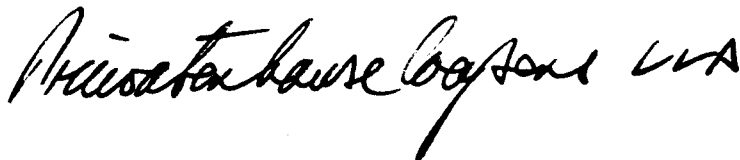
	<i>Pages</i>
Report of Independent Accountants	1
<u>Financial Statements:</u>	
Combined Balance Sheet – June 30, 2000	2
Combined Balance Sheet – June 30, 1999	3
Combined Statement of Revenues, Expenses and Changes in Fund Equity for the year ended June 30, 2000	4
Combined Statement of Revenues, Expenses and Changes in Fund Equity for the year ended June 30, 1999	5
Combined Statement of Cash Flows for the year ended June 30, 2000	6
Combined Statement of Cash Flows for the year ended June 30, 1999	7
Notes to Combined Financial Statements	8
<u>Supplemental Information:</u>	
Schedule of Northern Unit Revenue and Expenses by Bridge	14
Schedule of Southern Unit Revenue and Expenses by Bridge	15
Schedule of Traffic and Toll Revenues – Carquinez Bridge	16
Schedule of Traffic and Toll Revenues – Benicia-Martinez Bridge	17
Schedule of Traffic and Toll Revenues – Antioch Bridge	18
Schedule of Traffic and Toll Revenues – Richmond-San Rafael Bridge	19
Schedule of Traffic and Toll Revenues – San Francisco-Oakland Bay Bridge	20
Schedule of Traffic and Toll Revenues – San Mateo-Hayward Bridge	21
Schedule of Traffic and Toll Revenues – Dumbarton Bridge	22
Schedule of Northern Unit Toll Rates	23
Schedule of Southern Unit Toll Rates	24
Schedule of Toll Collection Summary for All Bridges (in number of vehicles)	25
Miscellaneous Information by Bridge	26

Report of Independent Accountants

To the Board of Directors of the Bay Area Toll Authority

In our opinion, the accompanying combined financial statements present fairly, in all material respects, the combined financial position of the Bay Area Toll Authority (the "Authority") at June 30, 2000 and 1999, and the combined results of its operations, combined changes in fund equity and combined cash flows for the years then ended in conformity with accounting principles generally accepted in the United States of America. These financial statements are the responsibility of the Authority's management; our responsibility is to express an opinion on these financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America and *Government Auditing Standards*, issued by the Comptroller General of the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements, assessing the accounting principles used and significant estimates made by management, and evaluating the overall financial statement presentation. We believe that our audits provide a reasonable basis for our opinion expressed above.

Our audit was conducted for the purpose of forming an opinion on the combined financial statements taken as a whole. The supplemental schedules 1 through 13 on pages 14 to 26 are presented for purposes of additional analysis and are not a required part of the combined financial statements. Such information has been subjected to the auditing procedures applied in the audit of the combined financial statements and, in our opinion, is fairly stated in all material respects in relation to the combined financial statements taken as a whole.



December 14, 2000

**Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Combined Balance Sheet
June 30, 2000**

	Northern	Southern	Total
Assets			
Current assets			
Cash and cash equivalents	\$ -	\$ 28,212,198	\$ 28,212,198
Accrued interest	6,143,262	4,382,063	10,525,325
Tolls due from State of California, Department of Transportation	1,228,106	643,167	1,871,273
Maintenance funding due from State of California, Department of Transportation	7,253,360	3,478,994	10,732,354
Capital contribution due from State of California, Department of Transportation	-	3,610,839	3,610,839
TransBay Study funding due from State of California, Department of Transportation	-	550,000	550,000
Prepayments to the Architectural Revolving Fund	-	2,654,440	2,654,440
Restricted and designated cash and investments			
Cash and cash equivalents	23,557,156	73,558,543	97,115,699
Short-term investments	103,016,173	104,389,356	207,405,529
Interfund receivable (payable)	1,867,293	(1,867,293)	-
Total current assets	143,065,350	219,612,307	362,677,657
Restricted and designated long-term investments	101,314,604	-	101,314,604
Long term investments	124,952,228	110,440,660	235,392,888
Long-term maintenance funding due from State of California, Department of Transportation	-	21,193,759	21,193,759
Furniture and equipment (net of accumulated depreciation of \$ 4,054)	4,065	4,065	8,130
Total assets	\$ 369,336,247	\$ 351,250,791	\$ 720,587,038
Liabilities and Fund Equity			
Current liabilities			
Bank overdraft	\$ 2,304,514	\$ -	\$ 2,304,514
Accounts payable	195,371	1,146,435	1,341,806
Deferred revenue	-	185,603	185,603
Due to State of California, Department of Transportation	15,139,207	10,091,469	25,230,676
Total liabilities	17,639,092	11,423,507	29,062,599
Fund equity			
Contributed capital from State of California, Department of Transportation	321,982,943	288,171,454	610,154,397
Retained earnings	29,714,212	51,655,830	81,370,042
Total fund equity	351,697,155	339,827,284	691,524,439
Total liabilities and fund equity	\$ 369,336,247	\$ 351,250,791	\$ 720,587,038

The accompanying notes are an integral part of these financial statements.

Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Combined Balance Sheet
June 30, 1999

	Northern	Southern	Total
Assets			
Current assets			
Cash and cash equivalents	\$ -	\$ 78,396,126	\$ 78,396,126
Accrued interest	5,301,224	3,065,883	8,367,107
Prepaid expenses	13,816	13,816	27,632
Tolls due from State of California, Department of Transportation	2,763,882	1,703,899	4,467,781
Current year maintenance funding due from State of California, Department of Transportation	986,086	3,211,874	4,197,960
Capital contribution due from State of California, Department of Transportation	6,932,139	50,175,131	57,107,270
Interest due from State of California, Department of Transportation	78,636	2,542,573	2,621,209
Short term investments	-	129,378,588	129,378,588
Prepayments to the Architectural Revolving Fund	-	4,546,033	4,546,033
Restricted and designated cash and investments			
Cash and cash equivalents	49,651,956	22,150,308	71,802,264
Short term investments	238,197,714	-	238,197,714
Total current assets	303,925,453	295,184,231	599,109,684
Restricted and designated long-term investments	10,457,103	-	10,457,103
Long term investments	40,040,090	19,488,031	59,528,121
Furniture and equipment (net of accumulated depreciation of \$ 2,023)	5,080	5,081	10,161
Total assets	\$ 354,427,726	\$ 314,677,343	\$ 669,105,069
Liabilities and Fund Equity			
Current liabilities			
Accounts payable	\$ 149,315	\$ 279,423	\$ 428,738
Due to State of California, Department of Transportation	2,023,757	896,826	2,920,583
Total liabilities	2,173,072	1,176,249	3,349,321
Fund equity			
Contributed capital from State of California, Department of Transportation	321,982,943	284,560,615	606,543,558
Retained earnings	30,271,711	28,940,479	59,212,190
Total fund equity	352,254,654	313,501,094	665,755,748
Total liabilities and fund equity	\$ 354,427,726	\$ 314,677,343	\$ 669,105,069

The accompanying notes are an integral part of these financial statements.

Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Combined Statement of Revenues, Expenses, and Changes in Fund Equity
for the year ended June 30, 2000

	Northern	Southern	Total
Operating revenues			
Transfers from State of California, Department of Transportation for toll revenues	\$ 63,221,423	\$ 76,692,275	\$ 139,913,698
Other revenues	478,790	342,195	820,985
Total operating revenues	63,700,213	77,034,470	140,734,683
Operating expenses			
Transfers to State of California, Department of Transportation for operating expenditures	12,290,302	18,267,016	30,557,318
Services and charges	718,992	2,704,224	3,423,216
Depreciation	1,015	1,016	2,031
Total operating expenses	13,010,309	20,972,256	33,982,565
Operating income	50,689,904	56,062,214	106,752,118
Nonoperating revenues			
Interest income	21,298,692	15,385,128	36,683,820
Other income	7,535	10,231	17,766
Total nonoperating revenues	21,306,227	15,395,359	36,701,586
Income before operating transfers	71,996,131	71,457,573	143,453,704
Operating transfers			
Transfers from Metropolitan Transportation Commission	-	1,689,397	1,689,397
Transfers to Metropolitan Transportation Commission	(1,335,154)	(22,454,604)	(23,789,758)
Transfers to State of California, Department of Transportation for capital expenditures	(69,391,010)	(25,977,015)	(95,368,025)
Transfer to other agencies	(1,827,466)	(2,000,000)	(3,827,466)
Net income (loss)	(557,499)	22,715,351	22,157,852
Retained earnings, July 1, 1999	30,271,711	28,940,479	59,212,190
Net income (loss)	(557,499)	22,715,351	22,157,852
Retained earnings, June 30, 2000	29,714,212	51,655,830	81,370,042
Contributed capital, July 1, 1999	321,982,943	284,560,615	606,543,558
Transfers of contributed capital from State of California, Department of Transportation	-	3,610,839	3,610,839
Contributed capital, June 30, 2000	321,982,943	288,171,454	610,154,397
Fund equity, June 30, 2000	\$ 351,697,155	\$ 339,827,284	\$ 691,524,439

The accompanying notes are an integral part of these financial statements.

Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Combined Statement of Revenues, Expenses, and Changes in Fund Equity
for the year ended June 30, 1999

	Northern	Southern	Total
Operating revenues			
Transfers from State of California, Department of			
Transportation for toll revenues	\$ 61,004,687	\$ 75,084,567	\$ 136,089,254
Other revenues	483,953	224,589	708,542
	<u>61,488,640</u>	<u>75,309,156</u>	<u>136,797,796</u>
Operating expenses			
Transfers to State of California, Department of			
Transportation for operating expenditures	12,069,818	16,872,384	28,942,202
Services and charges	386,915	2,124,762	2,511,677
Depreciation	987	986	1,973
	<u>12,457,720</u>	<u>18,998,132</u>	<u>31,455,852</u>
Operating income	<u>49,030,920</u>	<u>56,311,024</u>	<u>105,341,944</u>
Nonoperating revenues			
Interest income	17,607,126	14,181,736	31,788,862
Other income	32,747	567,150	599,897
	<u>17,639,873</u>	<u>14,748,886</u>	<u>32,388,759</u>
Income before operating transfers	66,670,793	71,059,910	137,730,703
Operating transfers			
Transfers to Metropolitan Transportation Commission	(1,323,472)	(23,205,990)	(24,529,462)
Transfers to State of California, Department of			
Transportation for capital expenditures	(34,978,602)	(18,816,433)	(53,795,035)
	<u>30,368,719</u>	<u>29,037,487</u>	<u>59,406,206</u>
Net income	<u>30,368,719</u>	<u>29,037,487</u>	<u>59,406,206</u>
Retained earnings July 1, 1998	(97,008)	(97,008)	(194,016)
Net income	30,368,719	29,037,487	59,406,206
Retained earnings June 30, 1999	<u>30,271,711</u>	<u>28,940,479</u>	<u>59,212,190</u>
Residual equity transfers July 1, 1998			
Transfers of contributed capital from State of			
California, Department of Transportation	321,982,943	284,560,615	606,543,558
Fund equity, June 30, 1999	<u>\$ 352,254,654</u>	<u>\$ 313,501,094</u>	<u>\$ 665,755,748</u>

The accompanying notes are an integral part of these financial statements.

Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Combined Statement of Cash Flows
for the year ended June 30, 2000

	Northern	Southern	Total
Cash flows from operating activities			
Operating income	\$ 50,689,904	\$ 56,062,214	\$ 106,752,118
Adjustments to reconcile operating income to net cash provided by operating activities			
Depreciation and amortization	1,015	1,016	2,031
Net effect of changes in:			
Accrued interest	(842,038)	(1,316,180)	(2,158,218)
Tolls due from State of California, Department of Transportation	1,535,776	1,060,732	2,596,508
Maintenance funding due from State of California, Department of Transportation	(1,197,866)	(4,109,290)	(5,307,156)
Interfund receivable payable	(1,867,293)	1,867,293	-
Interest due from State of California Department of Transportation	78,636	2,542,573	2,621,209
Prepaid expenses	13,816	13,816	27,632
Due to State of California, Department of Transportation	13,115,450	9,194,643	22,310,093
Accounts payable	46,056	867,012	913,068
Deferred revenue	-	185,603	185,603
Net cash provided by operating activities	<u>61,573,456</u>	<u>66,369,432</u>	<u>127,942,888</u>
Cash flows from capital and related financing activities			
Transfer of prepayments to Architectural Revolving Fund	-	1,891,593	1,891,593
Capital contribution due from State of California, Department of Transportation	1,862,731	32,273,542	34,136,273
Transfers from Metropolitan Transportation Commission	-	1,689,397	1,689,397
Transfers to Metropolitan Transportation Commission	(1,335,154)	(22,454,604)	(23,789,758)
Transfers to State of California, Department of Transportation for capital expenditures incurred	(69,391,010)	(25,977,015)	(95,368,025)
Transfer to other agencies	(1,827,466)	(2,000,000)	(3,827,466)
Net cash used in capital and related financing activities	<u>(70,690,899)</u>	<u>(14,577,087)</u>	<u>(85,267,986)</u>
Cash flows used in investing activities			
Proceeds from sale and maturity of investments	549,273,481	374,350,263	923,623,744
Purchase of investments	(589,611,585)	(439,314,385)	(1,028,925,970)
Interest on investments	21,048,698	14,385,853	35,434,551
Other, net	7,535	10,231	17,766
Net cash used in investing activities	<u>(19,281,871)</u>	<u>(50,568,038)</u>	<u>(69,849,909)</u>
Net (decrease) increase in cash and cash equivalents	<u>(28,399,314)</u>	<u>1,224,307</u>	<u>(27,175,007)</u>
Cash and cash equivalents at July 1, 1999	<u>49,651,956</u>	<u>100,546,434</u>	<u>150,198,390</u>
Cash and cash equivalents at June 30, 2000	<u>\$ 21,252,642</u>	<u>\$ 101,770,741</u>	<u>\$ 123,023,383</u>

The accompanying notes are an integral part of these financial statements.

Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Combined Statement of Cash Flows
for the year ended June 30, 1999

	Northern	Southern	Total
Cash flows from operating activities			
Operating income	\$ 49,030.920	\$ 56,311,024	\$ 105,341,944
Adjustments to reconcile operating income to net cash provided by operating activities			
Depreciation and amortization	987	986	1,973
Net effect of changes in:			
Tolls due from State of California. Department of Transportation	(2,763.882)	(1,703.899)	(4,467.781)
Due from State of California. Department of Transportation	(986.086)	(3,211.874)	(4,197,960)
Prepaid expenses	(13.816)	(13.816)	(27.632)
Due to State of California. Department of Transportation	2,023,757	896,826	2,920,583
Accounts payable	47,280	177,389	224,669
Net cash provided by operating activities	47,339,160	52,456,636	99,795,796
Cash flows from capital and related financing activities			
Transfers of contributed capital from State of California. Department of Transportation	321,982,943	284,560,615	606,543,558
Transfer of prepayments to Architectural Revolving Fund	-	(13,455,046)	(13,455,046)
Architectural expenses Trans Bay Terminal offset against prepayments to the Architectural Revolving Fund	-	8,909,013	8,909,013
Capital contribution due from State of California. Department of Transportation	(6,932,139)	(50,175,131)	(57,107,270)
Transfers to Metropolitan Transportation Commission	(1,323,472)	(23,205,990)	(24,529,462)
Transfers to State of California. Department of Transportation for capital expenditures incurred	(34,978,602)	(18,816,433)	(53,795,035)
Litigation settlement income	-	544,375	544,375
Expenditures for furniture and equipment	(1,040)	(1,040)	(2,080)
Net cash provided by capital and related financing activities	278,747,690	188,360,363	467,108,053
Cash flows used in investing activities			
Proceeds from sale and maturity of investments	9,881,500	19,740,844	29,622,344
Purchase of investments	(298,576,407)	(168,607,463)	(467,183,870)
Interest on investments	12,260,013	8,596,054	20,856,067
Net cash used in investing activities	(276,434,894)	(140,270,565)	(416,705,459)
Net increase in cash and cash equivalents	49,651,956	100,546,434	150,198,390
Cash and cash equivalents at July 1, 1998	-	-	-
Cash and cash equivalents at June 30, 1999	\$ 49,651,956	\$ 100,546,434	\$ 150,198,390

The accompanying notes are an integral part of these financial statements.

Bay Area Toll Authority

Northern and Southern Unit Toll Bridge Funds

Notes to Combined Financial Statements

1. Description of Reporting Entity

The Bay Area Toll Authority (“BATA”) is a public agency created by Senate Bill 226 effective January 1, 1998. Senate Bill 226 transferred to BATA certain current California Transportation Commission (“CTC”) and State of California, Department of Transportation (“State”) duties and responsibilities for the disposition of toll revenues collected from toll bridges owned and operated by the State in the San Francisco Bay Area. These toll bridges are the Antioch Bridge, Benicia-Martinez Bridge, Carquinez Bridge, Dumbarton Bridge, Richmond-San Rafael Bridge, San Francisco-Oakland Bay bridge and San Mateo-Hayward Bridge.

Pursuant to Senate Bill 226, a Cooperative Agreement was signed on March 2, 1998 defining the roles and responsibilities of BATA and the State.

BATA agreed to prepare and adopt a budget by July 1, 1998 for each fiscal year, with the concurrence of the State, the Long Range Plan required by the Streets and Highway Code, to give first priority to projects and expenditures that are deemed necessary by the State to preserve and protect the bridges as provided by the Streets and Highway Code and to pay to the State for costs incurred by the State as authorized in the annual budgets adopted by BATA.

The responsibilities of the State reside with the ownership, operation and maintenance of the bridges, including the collection of the toll revenues, the installation, maintenance and operations of toll collections facilities and equipment, the generation and maintenance of proper records relating to the collection, accounting, allocation and the disbursements of all toll funds collected.

Toll revenues and certain other income, with the exception of the seismic retrofit charge, are transferred to BATA to be managed in accordance with the Cooperative Agreement.

The activities of BATA are structured and reported as two bridge units, namely the Northern Bridge Unit and Southern Bridge Unit. The Northern Bridge Unit is used to account for the activities of the Antioch Bridge, Benicia-Martinez Bridge, Carquinez Bridge and Richmond-San Rafael Bridge while the Southern Bridge Units is used to account for financial activities of the San Francisco-Oakland Bay bridge, San Mateo-Hayward Bridge and Dumbarton Bridge.

2. Summary of Significant Accounting Policies

Basis of accounting and presentation

The accrual basis of accounting is used by BATA. Under this method, revenues are recognized when earned and expenses are recognized when they are incurred.

The financial statements of BATA are presented as an enterprise fund and are accounted for as two distinct units, the Northern Bridge Unit and the Southern Bridge Unit. These units are combined for financial reporting purposes in order to present the financial position and results of operations of BATA as a whole.

Bay Area Toll Authority

Northern and Southern Unit Toll Bridge Funds

Notes to Combined Financial Statements

Use of estimates

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Cash and cash equivalents

BATA considers all highly liquid investments with a maturity of three months or less at date of purchase to be cash equivalents. Deposits held by the California Local Agency Investment Fund are presented as cash and cash equivalents. The Pooled Money Investment Board has regulatory oversight over the California Local Agency Investment Fund. The Pooled Money Investment Board consists of members of the California State Treasurer, California Director of Finance and California State Controller.

Restricted and designated cash and investments

Certain cash and investments are classified as restricted and designated assets on the balance sheet because their use is limited either for capital purposes by Board of Directors resolutions or for self-insurance against extraordinary disasters as determined by the Cooperative Agreement. The amount designated by the Board of Directors totals \$355,835,832 and \$291,292,115 at June 30, 2000 and 1999, respectively.

Prepayments to Architectural Revolving Fund

The prepayments to Architectural Revolving Fund represent prepayments for architectural services expected to be provided in future years for the Trans Bay Terminal. Expenses incurred on these architectural services are offset against the prepayments.

Maintenance funding due from State of California, Department of Transportation

In accordance with Amendment No. 2 to the cooperative agreement between BATA and the State, the State agreed to reimburse BATA for tow services financed with toll funds from fiscal year 1993 through fiscal year 2000. The reimbursement receivable totals \$31,926,113 and \$26,618,957 at June 30, 2000 and 1999, respectively. The settlement of the maintenance funding due from the State is to be provided in the form of an offset of capital expenses incurred on the Richmond trestle project.

Furniture and equipment

Furniture and equipment are stated at cost and depreciated using the straight line method over the estimated useful life of the assets of six years.

Transfers from State of California, Department of Transportation for toll revenues

With the exception of the seismic retrofit charge, the State transfers to BATA all toll revenues from the operation of the bridges. BATA recognizes toll revenue as amounts are earned from vehicle utilization of the toll bridges.

Bay Area Toll Authority

Northern and Southern Unit Toll Bridge Funds

Notes to Combined Financial Statements

Transfers to State of California, Department of Transportation for operating expenditures and capital expenditures

In accordance with the Cooperative Agreement between BATA and the State, BATA reimburses the State for certain costs incurred for bridge operating and capital expenditures.

Transfers to Metropolitan Transportation Commission ("MTC")

State laws directs certain transfers of bridge toll funds to MTC for transit purposes. The toll bridge funds are transferred to MTC by BATA and then allocated to individual projects by MTC. The calculation of the amount of funds transferred is defined by specific formulas for each type of transfer.

Services and charges

BATA does not employ any staff or management and is administered by the staff of MTC. Services and charges represent costs allocated by MTC and expenses directly incurred by BATA for certain services. Charges from MTC for management and administrative services include retirement contributions. Employees of MTC meeting the requirements are eligible to participate in the State of California's Public Employee's Retirement System.

Contributed capital

As provided by the State Senate Bill 226 and in accordance with the Cooperative Agreement between BATA and the State, the State has transferred to BATA a portion of the revenues and existing fund balances collected on or before June 30, 1998. For the year ended June 30, 1999 the transfer amounted to \$535,981,242 in cash, \$57,107,270 as a receivable, and \$13,455,046 in prepaid assets. These prepaid assets represent prepayments to the Architectural Revolving Fund relating to the Trans Bay Terminal made by the State prior to July 1, 1998 to be used by BATA for architectural services. No gains or losses have been recognized on this transfer. For the year ended June 30, 2000, an additional capital contribution amounting to \$3,610,839 had accrued to the Authority pursuant to the Cooperative Agreement between BATA and the State.

3. Cash and Investments

BATA maintains cash and pooled investments available for general use and restricted by Board of Directors' resolutions and the Cooperative Agreement.

Deposits

The carrying amount of BATA's deposits with banks were \$2,525,539 and \$5,780,328 at June 30, 2000 and 1999, respectively. Of the bank balances for each fiscal year, \$100,000 was insured by federal depository insurance or collateralized by securities held by BATA's agent in BATA's name, and \$2,425,539 and \$5,680,328, respectively, are required by section 53652 of the California Government Code to be collateralized 110% by the pledging financial institutions. Such collateral is not required to be in BATA's name.

Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Notes to Combined Financial Statements

Investments

Investments are stated at fair value. As a matter of policy, BATA holds investments with the objective of preservation and safeguarding of capital until the date of anticipated need.

Investments at June 30, 2000 are as follows:

	Northern	Southern	Total
U.S. Government and Agency Obligations - cash equivalents	\$ -	\$ 6,943,580	\$ 6,943,580
U.S. Government and Agency Obligations - short term	103,016,173	104,389,356	207,405,529
U.S. Government and Agency Obligations - long term	226,266,832	110,440,660	336,707,492
Investment with the County of Alameda	(2,304,513)	77,321,559	75,017,046
Investment in California Local Agency Investment Fund	22,563,558	15,973,660	38,537,218
Cash held at banks	993,597	1,531,942	2,525,539
Total	<u>\$ 350,535,647</u>	<u>\$ 316,600,757</u>	<u>\$ 667,136,404</u>
Reported as			
Bank overdraft	(2,304,514)	-	(2,304,514)
Cash and cash equivalents	-	28,212,198	28,212,198
Long term investment	124,952,228	110,440,660	235,392,888
Restricted and designated cash and investments - current			
Cash and cash equivalents	23,557,156	73,558,543	97,115,699
Short term investments	103,016,173	104,389,356	207,405,529
Restricted and designated investments - noncurrent			
Long term investment	101,314,604	-	101,314,604
Total	<u>\$ 350,535,647</u>	<u>\$ 316,600,757</u>	<u>\$ 667,136,404</u>
Cash and investments are restricted and designated for			
Capital purposes	207,887,933	147,947,899	355,835,832
Self-insurance against extra ordinary disasters	20,000,000	30,000,000	50,000,000
	<u>\$ 227,887,933</u>	<u>\$ 177,947,899</u>	<u>\$ 405,835,832</u>

The U.S. Government and Agency obligations held on June 30, 2000 yield an average interest of 6.59% and 6.52% on the Northern and Southern Unit, respectively, and mature in 2001 or earlier and 2000 or earlier on the Northern and Southern Unit, respectively.

At June 30, 2000, the U.S. Government and Agency obligations and investments are categorized as Category 1 credit risk investments. Category 1 includes investments that are

Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Notes to Combined Financial Statements

insured or registered or for which the securities are held by BATA or its agent in BATA's name.

Investments at June 30, 1999 are as follows:

	Northern	Southern	Total
U.S. Government and Agency			
Obligations - short term	\$ 248,166,768	\$ 185,279,130	\$ 433,445,898
U.S. Government and Agency			
Obligations - long term	50,497,193	19,488,031	69,985,224
Investment with the County of Alameda	8,753,791	14,276,906	23,030,697
Investment in California Local Agency			
Investment Fund	28,537,538	26,980,231	55,517,769
Cash held at banks	2,391,573	3,388,755	5,780,328
Total	<u>\$ 338,346,863</u>	<u>\$ 249,413,053</u>	<u>\$ 587,759,916</u>
Reported as			
Cash and cash equivalents	-	78,396,126	78,396,126
Short term investments	-	129,378,588	129,378,588
Long term investment	40,040,090	19,488,031	59,528,121
Restricted and designated cash and			
investments - current			
Cash and cash equivalents	49,651,956	22,150,308	71,802,264
Short term investments	238,197,714	-	238,197,714
Restricted and designated investments -			
noncurrent			
Long term investment	10,457,103	-	10,457,103
Total	<u>\$ 338,346,863</u>	<u>\$ 249,413,053</u>	<u>\$ 587,759,916</u>
Cash and investments are restricted and			
designated for			
Capital purposes	287,492,115	3,800,000	291,292,115
Self-insurance against extra ordinary			
disasters	11,668,497	17,496,469	29,164,966
	<u>\$ 299,160,612</u>	<u>\$ 21,296,469</u>	<u>\$ 320,457,081</u>

The U.S. Government and Agency obligations held on June 30, 1999 yield an average interest of 5.06% and 5.30% on the Northern and Southern Unit, respectively, and mature in 2001 or earlier and 2000 or earlier on the Northern and Southern Unit, respectively.

At June 30, 1999, the U.S. Government and Agency obligations and investments are categorized as Category 1 credit risk investments. Category 1 includes investments that are insured or registered or for which the securities are held by BATA or its agent in BATA's name.

Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Notes to Combined Financial Statements

4. Fund Equity

From January 1, 1998 through July 1, 1998, BATA incurred certain operating expenditures which are reflected in the opening fund equity on July 1, 1998.

5. Related Parties

The Board of Directors of MTC consists of the same members as the Board of Directors of BATA. During the year ended June 30, 2000 and 1999, BATA transferred \$1,335,154 and \$1,323,472 from the Northern Unit and \$22,454,604 and \$23,205,990 from the Southern Unit, respectively, to MTC as directed by state law. There are no amounts due to MTC at either June 30, 2000 or June 30, 1999 for transfers under state law.

During the year ended June 30, 2000, BATA reimbursed MTC for services and charges amounting to \$2,546,458 and \$4,704,224 for the Northern and Southern Unit, respectively. The amounts due to MTC as of June 30, 2000 for operating activities amounted to \$195,371 and \$1,146,345, for the Northern and Southern Unit, respectively.

During the year ended June 30, 1999, BATA reimbursed MTC for services and charges amounting to \$386,915 and \$2,124,762 for the Northern and Southern Unit, respectively. The amounts due to MTC as of June 30, 1999 for operating activities amounted to \$149,315 and \$279,423, for the Northern and Southern Unit, respectively.

**Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Schedule of Northern Unit Revenue and Expenses by Bridge**

	Schedule 1			
	Carquinez Bridge	Benicia- Martinez Bridge	Antioch Bridge	Richmond- San Rafael Bridge
				Total
Operating revenues				
Transfers from State of California, Department of Transportation for toll revenues	25,803,192	20,298,040	2,922,375	14,197,816
Other revenues	281,502	108,077	15,182	74,029
Total operating revenues	26,084,694	20,406,117	2,937,557	14,271,845
Operating expenses				
Transfers to State of California, Department of Transportation for operating expenditures incurred	4,128,386	3,964,109	1,252,286	2,945,521
Services and charges	293,500	233,130	27,203	165,159
Depreciation	413	330	38	234
Total operating expenses	4,422,299	4,197,569	1,279,527	3,110,914
Operating income	21,662,395	16,208,548	1,658,030	11,160,931
Nonoperating revenues (expenses)				
Interest income				21,298,692
Other income				7,535
Total nonoperating revenue				21,306,227
Income before operating transfers				\$71,996,131
Total toll vehicles	21,662,770	17,310,335	2,011,153	12,262,308
				53,246,566

Note: Certain general operating expenses and certain income from investments are allocated based on bridge traffic.

**Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Schedule of Southern Unit Revenue and Expenses by Bridge**

Schedule 2

	San Francisco Oakland Bay Bridges	San Mateo - Hayward Bridge	Dumbarton Bridge	Total
Operating revenues				
Transfers from State of California, Department of Transportation for toll revenues	48,682,505	16,998,547	11,011,223	\$76,692,275
Other revenues	203,874	90,543	47,778	342,195
Total operating revenues	48,886,379	17,089,090	11,059,001	77,034,470
Operating expenses				
Transfers to State of California, Department of Transportation	12,505,203	3,386,021	2,375,792	18,267,016
Services and charges	2,454,427	140,581	109,216	2,704,224
Depreciation	654	204	158	1,016
Total operating expenses	14,960,284	3,526,806	2,485,166	20,972,256
Operating income	33,926,095	13,562,284	8,573,835	56,062,214
Nonoperating revenues (expenses)				
Interest income				15,385,128
Other income				10,231
Total nonoperating revenue				15,395,359
Income before operating transfers				\$71,457,573
Total toll vehicles	50,152,402	15,580,127	12,147,358	77,879,887

Note: Certain general operating expenses and certain income from investments are allocated based on bridge traffic.

**Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Schedule of Traffic and Toll Revenue for the Carquinez Bridge**

Schedule 3

	Number of Westbound Vehicles				Toll Revenues		
	2 Axles	3 or More Axles	Total Toll Vehicles	Free Vehicles	Total Vehicles	2 Axles	3 or More Axles
July	1,745,331	82,130	1,827,461	105,712	1,933,173	\$ 1,732,700	\$ 558,728
August	1,730,132	83,227	1,813,359	108,242	1,921,601	1,672,397	574,578
September	1,610,980	79,397	1,690,377	97,686	1,788,063	1,593,008	559,650
October	1,653,317	80,740	1,734,057	94,901	1,828,958	1,663,399	568,239
November	1,545,311	74,875	1,620,186	93,742	1,713,928	1,505,965	541,974
December	1,606,118	75,288	1,681,406	98,649	1,780,055	1,601,744	536,552
January	1,520,919	68,549	1,589,468	88,965	1,678,433	1,464,030	494,349
February	1,478,583	68,677	1,547,260	89,738	1,636,998	1,403,196	494,213
March	1,640,666	80,563	1,721,229	107,439	1,828,668	1,660,014	589,489
April	1,617,232	73,865	1,691,097	95,571	1,786,668	1,567,535	532,912
May	1,667,214	83,791	1,751,005	105,928	1,856,933	1,597,142	597,823
June	1,708,428	86,315	1,794,743	114,549	1,909,292	1,682,350	611,205
Grand total							
1999-2000 FY	19,524,231	937,417	20,461,648	1,201,122	21,662,770	\$ 19,143,480	\$ 6,659,712
							\$ 25,803,192

Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Schedule of Traffic and Toll Revenue for the Benicia-Martinez Bridge **Schedule 4**

	Number of Westbound Vehicles					Toll Revenues		
	3 or More		Total Toll	Free	Total	3 or More		Total
	2 Axles	Axles	Vehicles	Vehicles	Vehicles	2 Axles	Axles	Revenues
July	1,411,362	72,376	1,483,738	48,888	1,532,626	\$ 1,384,385	\$ 465,101	\$ 1,849,486
August	1,426,220	65,991	1,492,211	47,916	1,540,127	1,346,995	421,589	1,768,584
September	1,322,264	64,752	1,387,016	40,495	1,427,511	1,279,416	428,190	1,707,606
October	1,361,974	64,399	1,426,373	38,059	1,464,432	1,352,630	433,654	1,786,284
November	1,287,254	55,095	1,342,349	40,196	1,382,545	1,227,344	368,203	1,595,547
December	1,358,171	50,666	1,408,837	43,913	1,452,750	1,324,991	337,496	1,662,487
January	1,246,004	46,248	1,292,252	34,339	1,326,591	1,171,335	310,730	1,482,065
February	1,216,424	44,235	1,260,659	34,762	1,295,421	1,115,686	295,260	1,410,946
March	1,355,165	56,139	1,411,304	40,102	1,451,406	1,393,783	373,771	1,767,554
April	1,335,803	58,809	1,394,612	38,270	1,432,882	1,280,956	397,256	1,678,212
May	1,377,087	64,522	1,441,609	41,425	1,483,034	1,294,870	425,886	1,720,756
June	1,398,249	74,697	1,472,946	48,064	1,521,010	1,376,167	492,346	1,868,513
Grand total								
1999-2000 FY	16,095,977	717,929	16,813,906	496,429	17,310,335	\$ 15,548,558	\$ 4,749,482	\$ 20,298,040

**Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Schedule of Traffic and Toll Revenue for the Antioch Bridge**

Schedule 5

	Number of Westbound Vehicles				Toll Revenues		
	2 Axles	3 or More Axles	Total Toll Vehicles	Free Vehicles	Total Vehicles	2 Axles	3 or More Axles
July	159,637	16,842	176,479	11,070	187,549	\$ 167,605	\$ 105,383
August	155,154	14,752	169,906	8,235	178,141	157,312	98,775
September	149,332	13,669	163,001	7,325	170,326	156,192	90,174
October	151,731	11,259	162,990	7,965	170,955	163,533	79,530
November	134,210	12,704	146,914	8,546	155,460	137,865	90,631
December	135,733	11,869	147,602	8,786	156,388	144,434	84,713
January	122,547	10,569	133,116	6,404	139,520	123,336	76,277
February	120,533	10,393	130,926	6,790	137,716	119,487	79,643
March	141,872	13,663	155,535	8,414	163,949	145,536	103,215
April	148,495	13,430	161,925	8,082	170,007	146,910	93,398
May	158,547	15,890	174,437	9,251	183,688	156,647	109,450
June	169,531	17,335	186,866	10,588	197,454	169,467	122,862
Grand total	1,747,322	162,375	1,909,697	101,456	2,011,153	\$ 1,788,324	\$ 1,134,051
1999-2000 FY							\$ 2,922,375

**Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Schedule of Traffic and Toll Revenue for the Richmond-San Rafael Bridge**

Schedule 6

	Number of Westbound Vehicles					Toll Revenues		
	3 or More		Total Toll	Free	Total	3 or More		Total
	2 Axles	Axles	Vehicles	Vehicles	Vehicles	2 Axles	Axles	Revenues
July	988,909	37,723	1,026,632	28,299	1,054,931	\$ 987,800	\$ 254,294	\$ 1,242,094
August	998,117	38,608	1,036,725	36,594	1,073,319	969,728	265,582	1,235,310
September	950,555	36,816	987,371	36,277	1,023,648	943,628	252,244	1,195,872
October	972,385	38,176	1,010,561	36,052	1,046,613	984,283	266,068	1,250,351
November	914,483	34,549	949,032	34,010	983,042	893,711	234,192	1,127,903
December	940,004	33,663	973,667	35,519	1,009,186	940,284	234,363	1,174,647
January	885,908	29,321	915,229	29,887	945,116	861,188	209,164	1,070,352
February	859,748	28,752	888,500	30,831	919,331	819,538	194,647	1,014,185
March	967,497	32,381	999,878	41,882	1,041,760	1,019,619	225,029	1,244,648
April	952,947	32,967	985,914	34,400	1,020,314	937,788	228,125	1,165,913
May	993,719	36,857	1,030,576	38,668	1,069,244	961,063	246,028	1,207,091
June	998,364	38,922	1,037,286	38,518	1,075,804	1,006,148	263,302	1,269,450
Grand total	11,422,636	418,735	11,841,371	420,937	12,262,308	\$ 11,324,778	\$ 2,873,038	\$ 14,197,816
1999-2000 FY								

**Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Schedule of Traffic and Toll Revenue for the San Francisco-Oakland Bay Bridge**

Schedule 7

	Number of Westbound Vehicles				Toll Revenues			
	2 Axles	3 or More Axles	Total Toll Vehicles	Free Vehicles	Total Vehicles	2 Axles	3 or More Axles	Total Revenues
July	3,800,450	65,088	3,865,538	384,996	4,250,534	\$ 3,789,941	\$ 411,008	\$ 4,200,949
August	3,824,535	67,824	3,892,359	385,162	4,277,521	3,723,603	446,788	4,170,391
September	3,633,361	66,112	3,699,473	404,661	4,104,134	3,605,445	422,933	4,028,378
October	3,782,598	65,924	3,848,522	400,336	4,248,858	3,805,466	417,584	4,223,050
November	3,527,946	60,670	3,588,616	353,513	3,942,129	3,454,662	406,533	3,861,195
December	3,630,168	63,696	3,693,864	442,348	4,136,212	3,621,973	412,492	4,034,465
January	3,523,926	60,943	3,584,869	418,200	4,003,069	3,434,634	396,978	3,831,612
February	3,426,538	57,120	3,483,658	429,175	3,912,833	3,290,961	377,352	3,668,313
March	3,727,811	68,048	3,795,859	808,025	4,603,884	3,870,183	432,946	4,303,129
April	3,673,532	61,619	3,735,151	430,032	4,165,183	3,616,687	391,469	4,008,156
May	3,784,705	68,708	3,853,413	425,179	4,278,592	3,683,932	438,807	4,122,739
June	3,742,352	72,282	3,814,634	414,819	4,229,453	3,763,521	466,607	4,230,128
Grand total								
1999-2000 FY	44,077,922	778,034	44,855,956	5,296,446	50,152,402	\$ 43,661,008	\$ 5,021,497	\$ 48,682,505

**Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Schedule of Traffic and Toll Revenue for the San Mateo-Hayward Bridge**

Schedule 8

	Number of Westbound Vehicles				Toll Revenues		
	2 Axles	3 or More Axles	Total Toll Vehicles	Free Vehicles	Total Vehicles	2 Axles	3 or More Axles
July	1,198,691	41,565	1,240,256	39,410	1,279,666	\$ 1,192,142	\$ 285,556
August	1,215,820	42,996	1,258,816	100,585	1,359,401	1,160,083	297,642
September	1,154,543	42,823	1,197,366	97,456	1,294,822	1,143,410	297,193
October	1,195,217	43,223	1,238,440	98,888	1,337,328	1,201,867	301,017
November	1,113,904	39,720	1,153,624	101,427	1,255,051	1,080,456	264,949
December	1,135,059	38,584	1,173,643	100,155	1,273,798	1,128,246	271,451
January	1,097,643	35,139	1,132,782	80,888	1,213,670	1,053,793	240,558
February	1,072,768	34,167	1,106,935	99,901	1,206,836	1,003,365	236,824
March	1,193,654	40,937	1,234,591	160,457	1,395,048	1,246,401	281,619
April	1,146,852	38,891	1,185,743	100,091	1,285,834	1,114,296	271,676
May	1,202,385	42,667	1,245,052	100,071	1,345,123	1,146,787	288,916
June	1,199,809	42,224	1,242,033	91,517	1,333,550	1,193,813	296,487
Grand total 1999-2000 FY	13,926,345	482,936	14,409,281	1,170,846	15,580,127	\$ 13,664,659	\$ 3,333,888
							\$ 16,998,547

**Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Schedule of Traffic and Toll Revenue for the Dumbarton Bridge**

Schedule 9

	Number of Westbound Vehicles				Toll Revenues			
	3 or More		Free		2 Axles		3 or More	
	2 Axles	Axles	Total Toll Vehicles	Vehicles	Total Vehicles	Axles	Total Revenues	
July	850,136	14,124	864,260	168,034	1,032,294	\$ 815,148	\$ 100,243	\$ 915,391
August	860,103	14,978	875,081	142,696	1,017,777	791,769	105,018	896,787
September	829,653	16,653	846,306	141,278	987,584	786,909	118,277	905,186
October	863,206	9,012	872,218	140,475	1,012,693	836,922	69,481	906,403
November	812,467	17,207	829,674	136,370	966,044	756,244	133,807	890,051
December	826,282	16,356	842,638	139,208	981,846	793,336	106,895	900,231
January	822,561	11,699	834,260	130,930	965,190	758,579	85,946	844,525
February	805,253	12,407	817,660	135,410	953,070	723,511	88,976	812,487
March	894,092	16,386	910,478	157,961	1,068,439	926,869	113,234	1,040,103
April	854,784	16,072	870,856	132,728	1,003,584	809,698	98,052	907,750
May	896,548	17,438	913,986	160,617	1,074,603	829,878	133,184	963,062
June	903,395	19,002	922,397	161,837	1,084,234	884,459	144,788	1,029,247
Grand total	10,218,480	181,334	10,399,814	1,747,544	12,147,358	\$ 9,713,322	\$ 1,297,901	\$ 11,011,223
1999-2000 FY								

Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Schedule of Northern Unit Toll Rates (A)

Schedule 10

	Tolls Effective January 1, 1998		
	Benicia Martinez & Carquinez Bridges	Antioch Bridge	Richmond San Rafael Bridge
2-axles (1)	\$2.00	\$2.00	\$2.00
3-axles (1)	4.00	4.00	4.00
4-axles (1)	6.25	6.25	6.25
5-axles (1)	9.25	9.25	9.25
6-axles (1)	10.00	10.00	10.00
7-axles or more (1)	11.50	11.50	11.50
Commuter bus	0.00	0.00	0.00
Bicycles and pedestrians	0.00	0.00	0.00
Commute books - 2-axles vehicles without trailer(s) (2)	74.00	74.00	74.00
Electronic toll collection (ETC) (3)	1.85	N/A	N/A

- (1) Toll is based on the total number of axles on the roadway in a vehicle combination. Toll includes a \$1 seismic retrofit surcharge, which is deposited in the Toll Bridge Seismic Retrofit Account, which is part of the State Transportation Fund, and is not reported as revenues in the Toll Bridge Funds.
- (2) Books containing 40 tickets, each good for a single passage at any time during four consecutive months for which sold. Passage also be paid by an \$0.85 commute ticket plus \$1.00 surcharge. Only one \$0.85 commute ticket may be used for passage. Commute books will no longer be sold at the time ETC is made available on all state-owned bridges.
- (3) Passage for a 2-axle vehicle without trailer(s), using ETC shall be at the commute book ticket rate for the initial demonstration period for ETC tolls. The discount will be eliminated one year after implementation of ETC on all state-owned toll bridges unless an analysis by MTC in consultation with Caltrans determines the discount should be extended or otherwise modified. Passage for all other vehicles using ETC shall be at the rate shown above. At June 30, 2000, only the Carquinez bridge was utilizing ETC tolls.

Note: Tolls collected northbound only on Antioch, Benicia-Martinez, Carquinez and Westbound on Richmond-San Rafael

- (A) The information on this schedule was derived from the toll schedule published by the California Department of Transportation in their Schedule 4TB15 effective January 1, 1998. Commencing on January 1, 1998, chapter 327, statutes of 1997, imposes a one dollar surcharge on each vehicle except for vehicles authorized toll-free passage. This surcharge is in addition to toll based on the number of axles on a vehicle and is not eligible for the commute discount.

**Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Schedule of Southern Unit Toll Rates (A)**

Schedule 11

	Tolls effective January 1, 1998	
	San Francisco - Oakland Bay Bridge	San Mateo - Hayward & Dumbarton Bridges
2 axles ⁽¹⁾	\$2.00	\$2.00
3 axles ⁽¹⁾	4.00	4.00
4 axles ⁽¹⁾	6.25	6.25
5 axles ⁽¹⁾	9.25	9.25
6 axles ⁽¹⁾	10.00	10.00
7 axles ⁽¹⁾ or more	11.50	11.50
Commuter bus	0.00	0.00
Bicycles and pedestrians	0.00	0.00
Commute books - 2 axles vehicle without trailer(s) ⁽²⁾	74.00	74.00

- (1) Toll is based on the total number of axles on the roadway in a vehicle combination. Toll includes a \$1 seismic retrofit surcharge, which is deposited in the Toll Bridge Seismic Retrofit Account, which is part of the State Transportation Fund, and is not reported as revenues in the Toll Bridge Funds.
- (2) Books containing 40 tickets, each good for a single passage at any time during four consecutive months, for which sold. Passage may also be paid by an \$0.85 commute ticket plus \$1.00 surcharge. Only one \$0.85 commute ticket may be used for passage.

Note: Tolls collected westbound only.

- (A) The information on this schedule was derived from the toll schedule published by the California Department of Transportation in their Schedule 4TB15 effective January 1, 1998. Commencing on January 1, 1998, Chapter 327, Statutes of 1997, imposes a one dollar surcharge on each vehicle except for vehicles authorized toll-free passage. This surcharge is in addition to toll based on the number of axles on a vehicle and is not eligible for the commute discount.

**Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Schedule of Toll Collection Summary for All Bridges (in number of vehicles)**

Schedule 12

	San Francisco- Oakland Bay Bridge	San Mateo- Hayward Bridge	Dumbarton Bridge	Carquinez Bridge	Benicia- Martinez Bridge	Antioch Bridge	Richmond- San Rafael Bridge	Toll Traffic Total
Autos, Trucks, Buses & Trailers								
2-Axle	44,077,922	13,926,345	10,218,480	19,524,231	16,095,977	1,747,322	11,422,636	117,012,913
3-Axle	172,270	111,050	50,439	151,678	150,023	38,924	89,093	763,477
4-Axle	106,293	70,337	24,937	104,895	107,538	23,556	58,004	495,560
5-Axle	490,855	296,561	103,345	659,255	449,324	98,566	267,267	2,365,173
6-Axle	8,117	4,462	2,126	20,742	10,304	1,269	4,146	51,166
7-Axle & More	499	526	487	847	740	60	225	3,384
Subtotal - Paid Vehicles	44,855,956	14,409,281	10,399,814	20,461,648	16,813,906	1,909,697	11,841,371	120,691,673
Free Vehicles	5,296,446	1,170,846	1,747,544	1,201,122	496,429	101,456	420,937	10,434,780
Total Vehicles	50,152,402	15,580,127	12,147,358	21,662,770	17,310,335	2,011,153	12,262,308	131,126,453

Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Schedule of Toll Collection Summary for All Bridges (in number of vehicles)

Schedule 12

	San Francisco- Oakland Bay Bridge	San Mateo- Hayward Bridge	Dumbarton Bridge	Carquinez Bridge	Benicia- Martinez Bridge	Antioch Bridge	Richmond- San Rafael Bridge	Toll Traffic Total
Autos, Trucks, Buses & Trailers								
2-Axle	44,077,922	13,926,345	10,218,480	19,524,231	16,095,977	1,747,322	11,422,636	117,012,913
3-Axle	172,270	111,050	50,439	151,678	150,023	38,924	89,093	763,477
4-Axle	106,293	70,337	24,937	104,895	107,538	23,556	58,004	495,560
5-Axle	490,855	296,561	103,345	659,255	449,324	98,566	267,267	2,365,173
6-Axle	8,117	4,462	2,126	20,742	10,304	1,269	4,146	51,166
7-Axle & More	499	526	487	847	740	60	225	3,384
Subtotal - Paid Vehicles	44,855,956	14,409,281	10,399,814	20,461,648	16,813,906	1,909,697	11,841,371	120,691,673
Free Vehicles	5,296,446	1,170,846	1,747,544	1,201,122	496,429	101,456	420,937	10,434,780
Total Vehicles	50,152,402	15,580,127	12,147,358	21,662,770	17,310,335	2,011,153	12,262,308	131,126,453

**Bay Area Toll Authority
Northern and Southern Unit Toll Bridge Funds
Miscellaneous Information by Bridge**

Schedule 13

	San Francisco- Oakland Bay Bridge	San Mateo- Hayward Bridge	Dumbarton Bridge	Carquinez Bridge	Benicia- Martinez Bridge	Antioch Bridge	Richmond- San Rafael Bridge	Toll Traffic Total
Volume Percentage								
Autos, Trucks, Buses & Trailers								
-2 axles	87.89%	89.39%	84.12%	90.13%	92.98%	86.88%	93.15%	89.24%
-3 axles or more	1.55%	3.10%	1.49%	4.33%	4.15%	8.07%	3.41%	2.81%
Free Vehicles	10.56%	7.51%	14.39%	5.54%	2.87%	5.05%	3.44%	7.95%
Income Percentage								
Autos, Trucks, Buses & Trailers								
-2 axles	89.69%	80.39%	88.21%	74.19%	76.60%	61.19%	79.76%	82.07%
-3 axles or more	10.31%	19.61%	11.79%	25.81%	23.40%	38.81%	20.24%	17.93%
Daily Vehicle Averages								
Autos, Trucks, Buses & Trailers								
-2 axles	120,761	38,154	27,996	53,491	44,099	4,787	31,295	320,583
-3 axles or more	2,132	1,323	497	2,568	1,967	445	1,147	10,079
Free Vehicles	14,511	3,208	4,788	3,291	1,360	278	1,153	28,589
Script Tickets Sold	347,400	301,100	240,350	326,800	226,050	99,000	186,200	1,726,900
Script Tickets Collected	451,826	236,444	174,121	325,602	271,126	67,071	161,771	1,687,961
\$.85 Commute Tickets Sold								
Commute Tickets Collected	13,223	4,617	3,129	5,107	5,401	541	4,405	36,423
\$1.85 Commute Tickets Sold								
Commute Tickets Collected	4,229,200	1,831,560	1,441,400	1,621,200	1,874,200	197,360	1,646,600	12,841,520
	3,998,512	1,813,895	1,727,219	1,519,359	2,135,088	126,213	1,493,063	12,813,349

Notes:

Notes:

Notes:

Bay Area Toll Authority / Metropolitan Transportation Commission

Commission Roster

James T. Beall Jr., Chair

Santa Clara County

Sharon J. Brown, Vice Chair

Cities of Contra Costa County

Ralph J. Appezzato

Cities of Alameda County

Keith Axtell

*U.S. Department of Housing
and Urban Development*

Sue Bierman

City and County of San Francisco

Mark DeSaulnier

Contra Costa County

Dorene M. Giacobini

U.S. Department of Transportation

Scott Haggerty

Alameda County

Steve Kinsey

Marin County and Cities

Sue Lempert

Cities of San Mateo County

John McLemore

Cities of Santa Clara County

Michael Nevin

San Mateo County

Charlotte B. Powers

Association of Bay Area Governments

Jon Rubin

San Francisco Mayor's Appointee

Angelo J. Siracusa

*San Francisco Bay Conservation
and Development Commission*

James P. Spering

Solano County and Cities

Kathryn Winter

Napa County and Cities

Sharon Wright

Sonoma County and Cities

Harry Yahata

*State Business, Transportation
and Housing Agency*

MTC Management Staff

Executive Director

Steve Heminger

Deputy Director, Operations

Ann Flemer

Deputy Director, Policy

Therese McMillan

General Counsel

Francis Chin

Contributors to this report include:

Manager, Finance

Brian Mayhew

Manager, Bridge and

Highway Operations

Rod McMillan

BATA Staff

Peter Lee

Beth Zelinski

MTC Staff

Alix Bockelmon

Dean Hunter

Kate Miller

Don Morgan

Vince Petrites

Eva Sun

Susan Woo



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, California 94607
TEL. 510.464.7700
TDD/TTY 510.464.7769
FAX 510.464.7848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov